Appendix F3
Proposed Project

Port of Los Angeles
China Shipping EIR
Year 2005 AM Peak - Proposed Project

Scenario Report

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

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Trip Generation Report

Forecast for 2005 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	23.00	36.00	23	36	59	1.8
	Zone 1 Subtotal					23	36	59	1.8
2	YML Trucks	1.00	YML Trucks	129.00	30.00	129	30	159	4.9
	Zone 2 Subtotal					129	30	159	4.9
3	Trapac Autos	1.00	Trapac Autos	25.00	37.00	25	37	62	1.9
	Zone 3 Subtotal					25	37	62	1.9
4	Trapac Truck	1.00	Trapac Trucks	171.00	86.00	171	86	257	7.9
	Zone 4 Subtotal					171	86	257	7.9
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	3.8
	Zone 5 Subtotal					61	61	122	3.8
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	1.3
	Zone 6 Subtotal					23	19	42	1.3
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	4.0
	Zone 7 Subtotal					73	58	131	4.0
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	14.2
	Zone 8 Subtotal					244	215	459	14.2
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	1.2
	Zone 9 Subtotal					20	20	40	1.2
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	3.8
	Zone 10 Subtotal					72	50	122	3.8
11	China Shippi	1.00	China Shipping	21.00	22.00	21	22	43	1.3
	Zone 11 Subtotal					21	22	43	1.3
12	China Shippi	1.00	China Shipping	103.00	25.00	103	25	128	4.0
	Zone 12 Subtotal					103	25	128	4.0
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	39.1
	Zone 13 Subtotal					524	740	1264	39.1
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	3.3
	Zone 14 Subtotal					65	43	108	3.3
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	3.3

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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	3.3
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.6
	Zone 17 Subtotal					14	6	20	0.6
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.6
	Zone 18 Subtotal					14	6	20	0.6
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.6
	Zone 19 Subtotal					14	6	20	0.6
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.6
	Zone 20 Subtotal					13	5	18	0.6
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.6
	Zone 21 Subtotal					26	27	53	1.6
TOTAL						1689	1546	3235	100.0

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Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11	12
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0	2.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0	9.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	15.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	50.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	40.0

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

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

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 17 Figueroa St / Harry Bridges Bl	A	xxxxx	0.387	A	xxxxx	0.502	+ 0.115 V/C
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.315	A	xxxxx	0.426	+ 0.111 V/C
# 23 Alameda St / Anaheim St	A	xxxxx	0.578	B	xxxxx	0.643	+ 0.065 V/C
# 26 Henry Ford Ave / Anaheim St	A	xxxxx	0.461	A	xxxxx	0.479	+ 0.018 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.2	0.000	A	9.8	0.000	+ 0.651 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	C	xxxxx	0.761	D	xxxxx	0.885	+ 0.124 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.524	A	xxxxx	0.563	+ 0.039 V/C
# 37 Figueroa St / C-St / I-110 Ram	C	19.7	0.736	D	32.7	0.904	+ 0.168 V/C
# 53 Pacific Ave / Front St	A	xxxxx	0.483	A	xxxxx	0.515	+ 0.032 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.276	A	xxxxx	0.374	+ 0.099 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.198	A	xxxxx	0.274	+ 0.076 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.312	A	xxxxx	0.316	+ 0.004 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.354	A	xxxxx	0.358	+ 0.004 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.349	A	xxxxx	0.362	+ 0.013 V/C
#110 John S. Gibson / Channel Stree	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.227	A	xxxxx	0.319	+ 0.092 V/C
#212 Navy Way / Seaside Ave	A	xxxxx	0.470	A	xxxxx	0.529	+ 0.059 V/C

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

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	29	84	28		184	213	102		48	323	16		120	337	184	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	31	90	30		196	227	109		51	345	17		128	360	196	
Added Vol:	5	14	31		32	66	56		7	47	4		90	96	41	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	36	104	61		228	293	165		58	392	21		218	456	237	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	36	104	61		228	293	0		58	392	21		218	456	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	104	61		228	293	0		58	392	21		218	456	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	36	104	61		228	293	0		58	392	21		218	456	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.36	1.03	0.61		1.00	2.00	1.00		1.00	1.90	0.10		1.00	2.00	1.00	
Final Sat.:	538	1551	911		1500	3000	1500		1500	2847	153		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.07		0.15	0.10	0.00		0.04	0.14	0.14		0.15	0.15	0.00	
Crit Vol:			100		228					206			218			
Crit Moves:			****		****					****			****			

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	40	39	8		11	31	47		92	323	32		12	453	50	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	43	42	9		12	33	50		98	345	34		13	483	53	
Added Vol:	7	13	13		8	16	18		21	105	8		16	200	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	50	55	22		20	49	68		119	450	42		29	683	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	55	22		20	49	68		119	450	42		29	683	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	55	22		20	49	68		119	450	42		29	683	61	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		2.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	55	22		20	49	68		477	450	42		58	683	61	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.79	0.87	0.34		0.29	0.72	0.99		0.94	0.97	0.09		0.08	1.77	0.15	
Final Sat.:	1184	1302	513		432	1075	1493		1410	1459	131		116	2655	229	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.05	0.05	0.05		0.08	0.31	0.32		0.25	0.26	0.27	
Crit Vol:	50					68			119						401	
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):	0.643
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 1	1	0 2	0 1	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	12	131	284	4	209	84	89	828	13	343	625	21
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	14	147	320	5	235	94	100	932	15	386	703	24
Added Vol:	7	74	21	0	168	0	0	31	5	39	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	221	341	5	403	94	100	963	20	425	740	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	221	341	5	403	94	100	963	20	425	740	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	221	341	5	403	94	100	963	20	425	740	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	221	341	5	403	94	100	963	20	425	740	24
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.18	1.82	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	1684	2591	1425	2850	1425	1425	2850	1425	2850	2762	88
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.00	0.14	0.07	0.07	0.34	0.01	0.15	0.27	0.27
Crit Vol:	20				202			481		212		
Crit Moves:	****				****			****		****		

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

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 1	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	146	63	87	38	99	13	10	811	252	53	641	70
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	164	71	98	43	111	15	11	912	284	60	721	79
Added Vol:	0	0	0	0	0	0	0	52	0	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	71	98	43	111	15	11	964	284	60	798	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	164	71	98	43	111	15	11	964	0	60	798	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	71	98	43	111	15	11	964	0	60	798	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	164	71	98	43	111	15	11	964	0	60	798	79
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3779	496	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.07	0.03	0.03	0.03	0.01	0.34	0.00	0.04	0.28	0.06
Crit Vol:			98	43				482		60		
Crit Moves:			****	****				****		****		

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

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

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: A[9.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	503	231		0	0	165		5	0	0		0	0	0		0
Growth Adj:	1.08	1.08		1.08	1.08	1.08		1.08	1.08	1.08		1.08	1.08	1.08		1.08
Initial Bse:	545	250		0	0	179		5	0	0		0	0	0		0
Added Vol:	59	115		0	0	24		26	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	604	365		0	0	203		31	0	0		0	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	604	365		0	0	203		31	0	0		0	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	604	365		0	0	203		31	0	0		0	0	0		0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	234	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	1345	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	1345	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	0.45	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	2.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	2	1 0	1	0	1	1 0	1	1	0	0 1	0	1	0	1 0
Volume Module:																
Base Vol:	306	638		26	28	118		48	84	57	860		20	13		13
Growth Adj:	1.08	1.08		1.08	1.08	1.08		1.08	1.08	1.08	1.08		1.08	1.08		1.08
Initial Bse:	331	691		28	30	128		52	91	62	931		22	14		14
Added Vol:	123	71		0	0	12		13	103	0	158		0	0		0
PasserByVol:	0	0		0	0	0		0	0	0	0		0	0		0
Initial Fut:	454	762		28	30	140		65	194	62	1089		22	14		14
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	454	762		28	30	140		65	194	62	1089		22	14		14
Reduct Vol:	0	0		0	0	0		0	0	0	0		0	0		0
Reduced Vol:	454	762		28	30	140		65	194	62	1089		22	14		14
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	454	762		28	30	140		65	194	62	1089		22	14		14
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375	1375		1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	1.00	2.89		0.11	1.00	1.37		0.63	1.52	0.48	1.00		0.87	0.57		0.56
Final Sat.:	1375	3978		147	1375	1877		873	2086	664	1375		1196	777		777
Capacity Analysis Module:																
Vol/Sat:	0.33	0.19		0.19	0.02	0.07		0.07	0.09	0.09	0.79		0.02	0.02		0.02
Crit Vol:	0				102						1089			25		
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):	0.563
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 0	1	0 1	1 0	1	0 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	797	372	13	61	427	7	16	10	8	21	104	44
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	830	388	14	64	445	7	17	10	8	22	108	46
Added Vol:	0	42	3	87	70	0	0	18	0	9	17	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	830	430	17	151	515	7	17	28	8	31	125	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	830	430	17	151	515	7	17	28	8	31	125	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	830	430	17	151	515	7	17	28	8	31	125	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	830	430	17	151	515	7	17	28	8	31	125	62
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.93	0.07	1.00	1.97	0.03	1.00	0.77	0.23	0.28	1.15	0.57
Final Sat.:	2850	2744	106	1425	2810	40	1425	1102	323	404	1638	808
Capacity Analysis Module:												
Vol/Sat:	0.29	0.16	0.16	0.11	0.18	0.18	0.01	0.03	0.03	0.08	0.08	0.08
Crit Vol:	415				261			17				109
Crit Moves:	****				****			****				****

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.7
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 1!	0 0	0	0 0	0 1
Volume Module:												
Base Vol:	330	63	0	0	112	39	400	0	203	0	0	14
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	352	67	0	0	120	42	427	0	217	0	0	15
Added Vol:	55	8	0	0	7	29	34	0	147	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	75	0	0	127	71	461	0	364	0	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	75	0	0	127	71	461	0	364	0	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	75	0	0	127	71	461	0	364	0	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	407	75	0	0	127	71	461	0	364	0	0	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.28	0.72	1.11	0.01	0.88	0.00	0.00	1.00
Final Sat.:	450	939	0	0	601	353	1094	-536	473	0	0	459
Capacity Analysis Module:												
Vol/Sat:	0.90	0.08	xxxx	xxxx	0.21	0.20	0.42	0.00	0.77	xxxx	xxxx	0.03
Crit Moves:	****				****				****			****
Delay/Veh:	49.3	10.8	0.0	0.0	12.1	11.5	31.6	27.8	27.8	0.0	0.0	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	10.8	0.0	0.0	12.1	11.5	31.6	27.8	27.8	0.0	0.0	10.7
LOS by Move:	E	B	*	*	B	B	D	D	D	*	*	B
ApproachDel:	43.3			11.8			31.8			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	43.3			11.8			31.8			10.7		
LOS by Appr:	E			B			D			B		
AllWayAvgQ:	4.8	0.1	0.0	0.0	0.3	0.2	2.7	2.7	2.7	0.0	0.0	0.0

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

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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	487	0	24	0	0	0	0	347	399	21	215	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	507	0	25	0	0	0	0	362	416	22	224	0
Added Vol:	11	0	2	0	0	0	0	68	11	2	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	518	0	27	0	0	0	0	430	427	24	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	518	0	27	0	0	0	0	430	427	24	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	0	27	0	0	0	0	430	427	24	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	518	0	27	0	0	0	0	430	427	24	257	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.00	0.02	0.00	0.00	0.00	0.00	0.15	0.30	0.02	0.09	0.00
Crit Vol:	518			0				215			129	
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): 0.374
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	93	20	44	6	14	10	17	320	60	52	420	1
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	99	21	47	6	15	11	18	341	64	55	448	1
Added Vol:	31	0	38	0	0	0	0	94	15	19	196	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	21	85	6	15	11	18	435	79	74	644	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	21	85	6	15	11	18	435	79	74	644	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	21	85	6	15	11	18	435	79	74	644	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	2.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	21	85	6	15	11	73	435	79	149	644	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.28	0.72	0.40	0.93	0.67	0.08	1.65	0.27	0.23	1.76	0.01
Final Sat.:	1500	423	1077	600	1400	1000	114	2482	404	346	2650	4
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.08	0.01	0.01	0.01	0.16	0.18	0.20	0.22	0.24	0.26
Crit Vol:	130				16		18					397
Crit Moves:	****				****		****					****

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.274
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	0	0	0	2	0	26	18	402	0	0	468	1				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	0	0	0	2	0	28	19	429	0	0	499	1				
Added Vol:	0	0	0	0	0	0	0	110	0	0	227	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	2	0	28	19	539	0	0	726	1				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	2	0	28	19	539	0	0	726	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	2	0	28	19	539	0	0	726	1				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	2.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	2	0	28	77	539	0	0	726	1				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	0.00	0.14	0.86	1.00	0.31	1.69	0.00	0.00	1.99	0.01				
Final Sat.:	0	3000	0	214	1286	1500	460	2540	0	0	2996	4				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.04	0.21	0.00	0.00	0.24	0.24				
Crit Vol:	0					28	19				364					
Crit Moves:						****	****				****					

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

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.316
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	1	0	1!	0 0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	19	0	23	182	0	58	68	477	21	34	415	2				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	19	0	23	182	0	58	68	477	21	34	415	2				
Added Vol:	0	0	0	0	0	0	0	12	0	0	32	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	19	0	23	182	0	58	68	489	21	34	447	2				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	19	0	23	182	0	58	68	489	21	34	447	2				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	19	0	23	182	0	58	68	489	21	34	447	2				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	19	0	23	182	0	58	68	489	21	34	447	2				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.45	0.00	0.55	1.52	0.00	0.48	1.00	1.92	0.08	1.00	2.99	0.01				
Final Sat.:	645	0	780	2161	0	689	1425	2733	117	1425	4256	19				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.03	0.08	0.00	0.08	0.05	0.18	0.18	0.02	0.11	0.11				
Crit Vol:			42	120					255	34						
Crit Moves:			****	****					****	****						

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 2 1 0
Volume Module:												
Base Vol:	47	2	81	8	0	1	2	603	59	82	411	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	2	81	8	0	1	2	603	59	82	411	5
Added Vol:	0	0	0	0	0	0	0	12	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	2	81	8	0	1	2	615	59	82	443	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	2	81	8	0	1	2	615	59	82	443	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2	81	8	0	1	2	615	59	82	443	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	2	81	8	0	1	2	615	59	82	443	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.00	1.00	1.00	1.82	0.18	1.00	2.97	0.03
Final Sat.:	1425	34	1391	1425	0	1425	1425	2601	249	1425	4227	48
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.00	0.00	0.00	0.24	0.24	0.06	0.10	0.10
Crit Vol:			83	8					337	82		
Crit Moves:			****	****					****	****		

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	42	108	40	79	108	69	44	765	24	45	746	175
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	44	113	42	82	113	72	46	797	25	47	777	182
Added Vol:	0	0	0	0	0	0	0	52	0	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	113	42	82	113	72	46	849	25	47	854	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	113	42	82	113	72	46	849	25	47	854	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	113	42	82	113	72	46	849	25	47	854	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	113	42	82	113	72	46	849	25	47	854	182
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.22	0.78	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1375	2007	743	1375	1678	1072	1375	4007	118	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.06	0.07	0.07	0.03	0.21	0.21	0.03	0.21	0.13
Crit Vol:			77	82					291	47		
Crit Moves:			****	****					****	****		

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	265	415	0	0	264	171	594	0	257	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	276	432	0	0	275	178	619	0	268	0	0	0				
Added Vol:	0	45	0	0	79	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	276	477	0	0	354	178	619	0	268	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	276	477	0	0	354	178	619	0	268	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	276	477	0	0	354	178	619	0	268	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	276	477	0	0	354	178	619	0	268	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1425	2850	0	0	2850	1425	2850	0	1425	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.19	0.17	0.00	0.00	0.12	0.13	0.22	0.00	0.19	0.00	0.00	0.00				
Crit Vol:	276					178	309				0					
Crit Moves:	****					****	****									

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.319
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	1	7	18	16	5	74	43	226	3	47	344	10								
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07								
Initial Bse:	1	7	19	17	5	79	46	241	3	50	367	11								
Added Vol:	0	0	0	0	0	0	0	120	0	0	226	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	1	7	19	17	5	79	46	361	3	50	593	11								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	1	7	19	17	5	79	46	361	3	50	593	11								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	1	7	19	17	5	79	46	361	3	50	593	11								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Final Vol.:	1	7	19	17	5	79	92	361	3	100	593	11								
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.08	0.92	1.00	0.34	0.66	1.00	0.25	1.74	0.01	0.17	1.80	0.03								
Final Sat.:	115	1385	1500	505	995	1500	378	2601	21	249	2705	45								
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.01	0.03	0.01	0.05	0.12	0.14	0.15	0.20	0.22	0.23								
Crit Vol:	1					79	46					352								
Crit Moves:	****					****	****					****								

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

Intersection #212 Navy Way / Seaside Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R	
Control:	Permitted			Permitted			Protected				Protected			
Rights:	Ignore			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	2	0 0	0 1	0	0 0	0 0	0	0 3	0 1		2	0 3	0 0	
Volume Module:														
Base Vol:	49	0	530	0	0	0	0	1467	71	106	1260	0		
Growth Adj:	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18		
Initial Bse:	58	0	627	0	0	0	0	1735	84	125	1491	0		
Added Vol:	0	0	0	0	0	0	0	252	0	0	226	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	58	0	627	0	0	0	0	1987	84	125	1717	0		
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	58	0	0	0	0	0	0	1987	84	125	1717	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	58	0	0	0	0	0	0	1987	84	125	1717	0		
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	58	0	0	0	0	0	0	1987	84	125	1717	0		
Saturation Flow Module:														
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00		
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0		
Capacity Analysis Module:														
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.06	0.04	0.40	0.00		
Crit Vol:	29			0			662			63				
Crit Moves:	****						****			****				

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Scenario Report

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

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Trip Generation Report

Forecast for 2005 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	33.00	42.00	33	42	75	1.4
	Zone 1 Subtotal					33	42	75	1.4
2	YML Trucks	1.00	YML Trucks	101.00	126.00	101	126	227	4.1
	Zone 2 Subtotal					101	126	227	4.1
3	Trapac Autos	1.00	Trapac Autos	34.00	44.00	34	44	78	1.4
	Zone 3 Subtotal					34	44	78	1.4
4	Trapac Truck	1.00	Trapac Trucks	133.00	167.00	133	167	300	5.4
	Zone 4 Subtotal					133	167	300	5.4
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.9
	Zone 5 Subtotal					81	81	162	2.9
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.4
	Zone 6 Subtotal					80	55	135	2.4
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	4.7
	Zone 7 Subtotal					138	124	262	4.7
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	5.5
	Zone 8 Subtotal					160	144	304	5.5
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.9
	Zone 9 Subtotal					24	24	48	0.9
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	2.0
	Zone 10 Subtotal					9	102	111	2.0
11	China Shippi	1.00	China Shipping	20.00	38.00	20	38	58	1.0
	Zone 11 Subtotal					20	38	58	1.0
12	China Shippi	1.00	China Shipping	81.00	102.00	81	102	183	3.3
	Zone 12 Subtotal					81	102	183	3.3
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	50
	Zone 13 Subtotal					1456	1325	2781	50.3
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	6.2
	Zone 14 Subtotal					217	127	344	6.2
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.5

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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	1.5
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	1.0
	Zone 17 Subtotal					28	29	57	1.0
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	1.0
	Zone 18 Subtotal					28	29	57	1.0
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	1.0
	Zone 19 Subtotal					28	29	57	1.0
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	1.0
	Zone 20 Subtotal					28	28	56	1.0
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.7
	Zone 21 Subtotal					98	51	149	2.7
TOTAL						2819	2709	5528	100.0

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Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11	12
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0	2.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0	9.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	15.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	50.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	40.0

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

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

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 17 Figueroa St / Harry Bridges Bl	A	xxxxx	0.425	A	xxxxx	0.574	+ 0.149 V/C
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.331	A	xxxxx	0.508	+ 0.177 V/C
# 23 Alameda St / Anaheim St	A	xxxxx	0.545	B	xxxxx	0.635	+ 0.090 V/C
# 26 Henry Ford Ave / Anaheim St	B	xxxxx	0.645	B	xxxxx	0.677	+ 0.031 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.9	0.000	B	12.8	0.000	+ 2.935 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	D	xxxxx	0.842	F	xxxxx	1.144	+ 0.302 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.488	A	xxxxx	0.557	+ 0.069 V/C
# 37 Figueroa St / C-St / I-110 Ram	D	25.2	0.731	F	63.2	1.073	+ 0.342 V/C
# 53 Pacific Ave / Front St	A	xxxxx	0.420	A	xxxxx	0.456	+ 0.036 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.360	A	xxxxx	0.506	+ 0.146 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.303	A	xxxxx	0.365	+ 0.062 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.540	A	xxxxx	0.552	+ 0.011 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.398	A	xxxxx	0.409	+ 0.011 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.489	A	xxxxx	0.509	+ 0.019 V/C
#110 John S. Gibson / Channel Stree	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.305	A	xxxxx	0.471	+ 0.166 V/C
#212 Navy Way / Seaside Ave	A	xxxxx	0.481	A	xxxxx	0.593	+ 0.112 V/C

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

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
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				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	36	130	80		199	80	77		74	457	12		41	379	250	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	38	139	85		212	85	82		79	488	13		44	404	267	
Added Vol:	6	23	44		54	54	56		13	104	5		79	89	93	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	44	162	129		266	139	138		92	592	18		123	493	360	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	44	162	129		266	139	0		92	592	18		123	493	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	162	129		266	139	0		92	592	18		123	493	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	44	162	129		266	139	0		92	592	18		123	493	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.26	0.97	0.77		1.00	2.00	1.00		1.00	1.94	0.06		1.00	2.00	1.00	
Final Sat.:	397	1446	1157		1500	3000	1500		1500	2912	88		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.18	0.05	0.00		0.06	0.20	0.20		0.08	0.16	0.00	
Crit Vol:			168		266					305			123			
Crit Moves:			****		****					****			****			

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
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	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	42	52	10		14	38	103		94	381	49		11	349	15	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	45	55	11		15	41	110		100	407	52		12	372	16	
Added Vol:	16	32	32		23	50	32		38	219	25		50	184	23	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	61	87	43		38	91	142		138	626	77		62	556	39	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	61	87	43		38	91	142		138	626	77		62	556	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	87	43		38	91	142		138	626	77		62	556	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	1.00	1.00		4.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	61	87	43		38	91	142		277	626	77		247	556	39	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.64	0.91	0.45		0.28	0.72	1.00		0.39	1.45	0.16		0.26	1.65	0.09	
Final Sat.:	955	1374	670		421	1079	1500		590	2173	237		392	2469	139	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.09	0.08	0.09		0.23	0.29	0.33		0.16	0.23	0.28	
Crit Vol:	61						142		138						421	
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): 0.635
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	1	1	0 2	0	1	1	0 2	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	7	255	408		11	191	123		78	631	14		286	761	31	
Growth Adj:	1.13	1.13	1.13		1.13	1.13	1.13		1.13	1.13	1.13		1.13	1.13	1.13	
Initial Bse:	8	287	459		12	215	138		88	710	16		322	856	35	
Added Vol:	1	187	57		0	164	0		0	32	10		61	20	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	9	474	516		12	379	138		88	742	26		383	876	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	9	474	516		12	379	138		88	742	26		383	876	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	474	516		12	379	138		88	742	26		383	876	35	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	9	474	516		12	379	138		88	742	26		383	876	35	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.44	1.56		1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.92	0.08	
Final Sat.:	1425	2047	2228		1425	2850	1425		1425	2850	1425		2850	2741	109	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.23	0.23		0.01	0.13	0.10		0.06	0.26	0.02		0.13	0.32	0.32	
Crit Vol:		330				12				371				191		
Crit Moves:		****				****				****				****		

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

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1 1	0	1	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	345	249	36		87	80	26		15	993	160		36	811	84	
Growth Adj:	1.13	1.13	1.13		1.13	1.13	1.13		1.13	1.13	1.13		1.13	1.13	1.13	
Initial Bse:	388	280	41		98	90	29		17	1117	180		41	912	94	
Added Vol:	0	0	0		0	0	0		0	89	0		0	80	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	388	280	41		98	90	29		17	1206	180		41	992	94	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	388	280	41		98	90	29		17	1206	0		41	992	94	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	388	280	41		98	90	29		17	1206	0		41	992	94	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	388	280	41		98	90	29		17	1206	0		41	992	94	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.74	1.26	1.00		1.00	2.26	0.74		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	2483	1792	1425		1425	3226	1049		1425	2850	1425		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.03		0.07	0.03	0.03		0.01	0.42	0.00		0.03	0.35	0.07	
Crit Vol:		223				98				603				41		
Crit Moves:		****				****				****				****		

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

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

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: B[12.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	549	230		0 0	176		5	0	0		0	0	0		0	0
Growth Adj:	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
Initial Bse:	641	268		0 0	205		6	0	0		0	0	0		0	0
Added Vol:	122	91		0 0	64		81	0	0		0	0	0		0	0
PasserByVol:	0	0		0 0	0		0	0	0		0	0	0		0	0
Initial Fut:	763	359		0 0	269		87	0	0		0	0	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	763	359		0 0	269		87	0	0		0	0	0		0	0
Reduct Vol:	0	0		0 0	0		0	0	0		0	0	0		0	0
Final Vol.:	763	359		0 0	269		87	0	0		0	0	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	356	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	1214	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	1214	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	0.63	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	4.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	12.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 1.144
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	1	1	0	0 1	0	1	0	1 0
Volume Module:																
Base Vol:	306	687		15	7	147		36	56	33	859		26	24		33
Growth Adj:	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
Initial Bse:	357	802		18	8	172		42	65	39	1002		30	28		39
Added Vol:	224	129		0	0	19		45	84	0	383		0	0		0
PasserByVol:	0	0		0	0	0		0	0	0	0		0	0		0
Initial Fut:	581	931		18	8	191		87	149	39	1385		30	28		39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	581	931		18	8	191		87	149	39	1385		30	28		39
Reduct Vol:	0	0		0	0	0		0	0	0	0		0	0		0
Reduced Vol:	581	931		18	8	191		87	149	39	1385		30	28		39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
Final Vol.:	581	931		18	8	191		87	149	39	1385		30	28		39
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	1.37	0.63	1.59	0.41	1.00	0.63	0.58	0.79				
Final Sat.:	1375	4049		76	1375	1888		862	2186	564	1375		861	795		1093
Capacity Analysis Module:																
Vol/Sat:	0.42	0.23	0.23	0.01	0.10	0.10	0.07	0.07	1.01	0.04	0.04	0.04				
Crit Vol:	0				139				1385			48				
Crit Moves:	****				****				****			****				

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 0	1	0 1	1 0	1	0 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	362	373	11	69	574	16	11	5	11	16	190	154
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	377	389	11	72	598	17	11	5	11	17	198	160
Added Vol:	0	81	4	73	78	0	0	14	0	23	54	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	470	15	145	676	17	11	19	11	40	252	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	470	15	145	676	17	11	19	11	40	252	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	470	15	145	676	17	11	19	11	40	252	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	377	470	15	145	676	17	11	19	11	40	252	201
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.94	0.06	1.00	1.95	0.05	1.00	0.63	0.37	0.16	1.02	0.82
Final Sat.:	2850	2759	91	1425	2781	69	1425	892	533	229	1456	1164
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.17	0.10	0.24	0.24	0.01	0.02	0.02	0.17	0.17	0.17
Crit Vol:	189				346		11				247	
Crit Moves:	****				****		****				****	

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	1.073
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	63.2
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 1!	0 0	0	0 0	0 1
Volume Module:												
Base Vol:	312	40	0	0	68	38	404	0	404	0	0	38
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	333	43	0	0	73	41	431	0	431	0	0	41
Added Vol:	115	15	0	0	16	27	19	0	149	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	58	0	0	89	68	450	0	580	0	0	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	58	0	0	89	68	450	0	580	0	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	58	0	0	89	68	450	0	580	0	0	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	448	58	0	0	89	68	450	0	580	0	0	41
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.13	0.87	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	437	919	0	0	518	424	1030	-540	540	0	0	471
Capacity Analysis Module:												
Vol/Sat:	1.02	0.06	xxxx	xxxx	0.17	0.16	0.44	0.00	1.07	xxxx	xxxx	0.09
Crit Moves:	****				****				****			****
Delay/Veh:	78.1	10.9	0.0	0.0	12.1	11.3	69.4	84.5	84.5	0.0	0.0	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.1	10.9	0.0	0.0	12.1	11.3	69.4	84.5	84.5	0.0	0.0	11.2
LOS by Move:	F	B	*	*	B	B	F	F	F	*	*	B
ApproachDel:	70.5				11.8		69.4			11.2		
Delay Adj:	1.00				1.00		1.00			1.00		
ApprAdjDel:	70.5				11.8		69.4			11.2		
LOS by Appr:	F				B		F			B		
AllWayAvgQ:	8.2	0.1	0.0	0.0	0.2	0.2	11.3	11.3	11.3	0.1	0.1	0.1

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

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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	407	0	16	0	0	0	0	187	579	8	334	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	424	0	17	0	0	0	0	195	603	8	348	0
Added Vol:	19	0	2	0	0	0	0	79	22	3	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	0	19	0	0	0	0	274	625	11	414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	443	0	19	0	0	0	0	274	625	11	414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	0	19	0	0	0	0	274	625	11	414	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	443	0	19	0	0	0	0	274	625	11	414	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.01	0.00	0.00	0.00	0.00	0.10	0.44	0.01	0.15	0.00
Crit Vol:	443			0			0			207		
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): 0.506
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	142	26	142	8	11	31	40	520	30	18	415	6
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	152	28	152	9	12	33	43	555	32	19	443	6
Added Vol:	60	0	73	0	0	0	0	191	12	15	200	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	28	225	9	12	33	43	746	44	34	643	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	28	225	9	12	33	43	746	44	34	643	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	28	225	9	12	33	43	746	44	34	643	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	212	28	225	9	12	33	171	746	44	137	643	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.91	0.12	0.97	0.32	0.68	1.00	0.12	1.79	0.09	0.12	1.86	0.02
Final Sat.:	1368	179	1452	480	1020	1500	182	2681	137	177	2799	24
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.02	0.01	0.02	0.23	0.28	0.32	0.19	0.23	0.26
Crit Vol:	212					33			480	34		
Crit Moves:	****					****			****	****		

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
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	0	0	0	0
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	0	0	0	2	0	24	31	627	0	0	620	3				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	0	0	0	2	0	26	33	669	0	0	662	3				
Added Vol:	0	0	0	0	0	0	0	203	0	0	260	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	2	0	26	33	872	0	0	922	3				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	2	0	26	33	872	0	0	922	3				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	2	0	26	33	872	0	0	922	3				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	2	0	26	132	872	0	0	922	3				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	0.00	0.15	0.85	1.00	0.33	1.67	0.00	0.00	1.99	0.01				
Final Sat.:	0	3000	0	231	1269	1500	493	2507	0	0	2990	10				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.07	0.35	0.00	0.00	0.31	0.31				
Crit Vol:	0					26		522		0						
Crit Moves:						****		****		****						

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

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0	1! 0	0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	19	2	30	116	4	161	91	630	30	21	621	6				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	19	2	30	116	4	161	91	630	30	21	621	6				
Added Vol:	0	0	0	0	0	0	0	32	0	0	25	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	19	2	30	116	4	161	91	662	30	21	646	6				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	19	2	30	116	4	161	91	662	30	21	646	6				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	19	2	30	116	4	161	91	662	30	21	646	6				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	19	2	30	116	4	161	91	662	30	21	646	6				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.37	0.04	0.59	1.00	0.01	0.99	1.00	1.91	0.09	1.00	2.97	0.03				
Final Sat.:	531	56	838	1425	14	1411	1425	2726	124	1425	4236	39				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04	0.08	0.28	0.11	0.06	0.24	0.24	0.01	0.15	0.15				
Crit Vol:	19				400				346	21						
Crit Moves:	****				****				****	****						

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

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 2 1 0
Volume Module:												
Base Vol:	46	1	85	16	0	5	5	703	49	89	559	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1	85	16	0	5	5	703	49	89	559	3
Added Vol:	0	0	0	0	0	0	0	32	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1	85	16	0	5	5	735	49	89	584	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1	85	16	0	5	5	735	49	89	584	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1	85	16	0	5	5	735	49	89	584	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	1	85	16	0	5	5	735	49	89	584	3
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.01	0.99	1.00	0.00	1.00	1.00	1.88	0.12	1.00	2.98	0.02
Final Sat.:	1425	17	1408	1425	0	1425	1425	2672	178	1425	4253	22
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.00	0.00	0.00	0.28	0.28	0.06	0.14	0.14
Crit Vol:			86	16				392		89		
Crit Moves:			****	****				****		****		

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 0	1	0	1 1 0	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	48	149	56	208	168	81	78	850	19	35	772	199
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	50	155	58	217	175	84	81	886	20	36	804	207
Added Vol:	0	0	0	0	0	0	0	89	0	0	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	155	58	217	175	84	81	975	20	36	884	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	155	58	217	175	84	81	975	20	36	884	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	155	58	217	175	84	81	975	20	36	884	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	155	58	217	175	84	81	975	20	36	884	207
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	1.35	0.65	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1375	1999	751	1375	1855	895	1375	4043	82	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.16	0.09	0.09	0.06	0.24	0.24	0.03	0.21	0.15
Crit Vol:			107	217			81				295	
Crit Moves:			****	****			****				****	

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	347	467	0	0	323	239	448	0	359	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	362	487	0	0	337	249	467	0	374	0	0	0				
Added Vol:	0	84	0	0	101	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	362	571	0	0	438	249	467	0	374	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	362	571	0	0	438	249	467	0	374	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	362	571	0	0	438	249	467	0	374	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	362	571	0	0	438	249	467	0	374	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.66	0.01	1.33	0.00	0.00	0.00				
Final Sat.:	1425	2850	0	0	2850	1425	2373	0	1902	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.25	0.20	0.00	0.00	0.15	0.17	0.20	0.00	0.20	0.00	0.00	0.00				
Crit Vol:	362					249	280				0					
Crit Moves:	****					****	****									

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	1	6	87	5	3	48	115	507	0	26	236	28				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	1	6	93	5	3	51	123	541	0	28	252	30				
Added Vol:	0	0	0	0	0	0	0	268	0	0	251	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	1	6	93	5	3	51	123	809	0	28	503	30				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	1	6	93	5	3	51	123	809	0	28	503	30				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1	6	93	5	3	51	123	809	0	28	503	30				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	4.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	1	6	93	5	3	51	245	809	0	111	503	30				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.02	0.98	1.00	0.18	0.82	1.00	0.61	1.39	0.00	0.12	1.79	0.09				
Final Sat.:	32	1468	1500	268	1232	1500	910	2090	0	174	2686	139				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.06	0.02	0.00	0.03	0.13	0.39	0.00	0.16	0.19	0.21				
Crit Vol:			93	5				581		28						
Crit Moves:			****	****				****		****						

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

Intersection #212 Navy Way / Seaside Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
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 3	0 1		2	0 3	0 0	
Volume Module:														
Base Vol:	114	0	694	0	0	0	0	1521	76	28	1410	0		
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19		
Initial Bse:	135	0	824	0	0	0	0	1805	90	33	1674	0		
Added Vol:	0	0	0	0	0	0	0	477	0	0	508	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	135	0	824	0	0	0	0	2282	90	33	2182	0		
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	135	0	0	0	0	0	0	2282	90	33	2182	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	135	0	0	0	0	0	0	2282	90	33	2182	0		
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	135	0	0	0	0	0	0	2282	90	33	2182	0		
Saturation Flow Module:														
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00		
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0		
Capacity Analysis Module:														
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.06	0.01	0.51	0.00		
Crit Vol:	68			0			761			17				
Crit Moves:	****						****			****				

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Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Proposed Project

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	146.00	35.00	146	35	181	3.6
	Zone 2 Subtotal					146	35	181	3.6
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	6.1
	Zone 4 Subtotal					213	99	312	6.1
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	66.00	67.00	66	67	133	2.6
	Zone 11 Subtotal					66	67	133	2.6
12	China Shippi	1.00	China Shipping	318.00	76.00	318	76	394	7.7
	Zone 12 Subtotal					318	76	394	7.7
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	24.8
	Zone 13 Subtotal					524	740	1264	24.8
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	16.6
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	21.2
TOTAL						2722	2372	5094	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	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	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	0.354	A	xxxxx	0.529	+ 0.175 V/C
# 23 Alameda St / Anaheim St	C	xxxxx	0.706	D	xxxxx	0.804	+ 0.098 V/C
# 26 Henry Ford Ave / Anaheim St	A	xxxxx	0.563	A	xxxxx	0.583	+ 0.020 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx	0.280	A	xxxxx	0.337	+ 0.057 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	B	xxxxx	0.600	B	xxxxx	0.690	+ 0.090 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.557	B	xxxxx	0.631	+ 0.074 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx	0.397	A	xxxxx	0.523	+ 0.126 V/C
# 53 Pacific Ave / Front St	A	xxxxx	0.521	A	xxxxx	0.544	+ 0.023 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.560	D	xxxxx	0.852	+ 0.291 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.277	A	xxxxx	0.376	+ 0.099 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.312	A	xxxxx	0.319	+ 0.007 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.354	A	xxxxx	0.360	+ 0.007 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.377	A	xxxxx	0.391	+ 0.014 V/C
#110 John S. Gibson / Channel Stree	A	xxxxx	0.579	A	xxxxx	0.591	+ 0.012 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.255	A	xxxxx	0.390	+ 0.135 V/C
#212 Navy Way / Seaside	B	xxxxx	0.616	B	xxxxx	0.691	+ 0.075 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): 0.529
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	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	39	8	11	31	47	92	323	32	12	453	50
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	48	47	10	13	37	56	110	388	38	14	544	60
Added Vol:	7	13	13	8	16	35	38	157	8	16	325	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	60	23	21	53	91	148	545	46	30	869	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	545	46	30	869	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	60	23	21	53	91	148	545	46	30	869	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	2.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	60	23	21	53	91	594	545	46	61	869	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	0.92	0.08	0.06	1.80	0.14
Final Sat.:	1201	1306	493	384	1116	1500	1500	1382	118	97	2698	205
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.06	0.05	0.06	0.10	0.39	0.39	0.31	0.32	0.33
Crit Vol:	55					91	148					499
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): 0.804
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 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 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	12	131	284	4	209	84	89	828	13	343	625	21
Growth Adj:	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38
Initial Bse:	17	180	391	6	287	116	122	1139	18	472	859	29
Added Vol:	7	106	25	0	264	0	0	31	5	52	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	286	416	6	551	116	122	1170	23	524	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	286	416	6	551	116	122	1170	23	524	896	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	286	416	6	551	116	122	1170	23	524	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	286	416	6	551	116	122	1170	23	524	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	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	1743	2532	1425	2850	1425	1425	2850	1425	2850	2761	89
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.00	0.19	0.08	0.09	0.41	0.02	0.18	0.32	0.32
Crit Vol:	24				276			585		262		
Crit Moves:	****				****			****		****		

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

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	1	0 1	1	0	2	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	146	63	87		38	99	13		10	811	252		53	641	70	
Growth Adj:	1.38	1.38	1.38		1.38	1.38	1.38		1.38	1.38	1.38		1.38	1.38	1.38	
Initial Bse:	201	87	120		52	136	18		14	1115	347		73	881	96	
Added Vol:	0	0	0		0	0	0		0	56	0		0	89	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	201	87	120		52	136	18		14	1171	347		73	970	96	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	201	87	120		52	136	18		14	1171	0		73	970	96	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	201	87	120		52	136	18		14	1171	0		73	970	96	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	201	87	120		52	136	18		14	1171	0		73	970	96	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.00	1.00		1.00	2.65	0.35		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	2850	1425	1425		1425	3779	496		1425	2850	1425		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.06	0.08		0.04	0.04	0.04		0.01	0.41	0.00		0.05	0.34	0.07	
Crit Vol:			120		52					586			73			
Crit Moves:			****		****					****			****			

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	503	231	0		0	165	5		0	0	0		0	0	0	
Growth Adj:	1.25	1.25	1.25		1.25	1.25	1.25		1.25	1.25	1.25		1.25	1.25	1.25	
Initial Bse:	629	289	0		0	206	6		0	0	0		0	0	0	
Added Vol:	127	18	0		0	43	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	756	307	0		0	249	6		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	756	307	0		0	249	6		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	756	307	0		0	249	6		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	756	307	0		0	249	6		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	1.95	0.05		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	3000	3000	0		0	2927	73		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.10	0.00		0.00	0.09	0.09		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Vol:	378					128			0					0		
Crit Moves:	****					****										

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Ovl					Ovl					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	2	0	1	1	0	1	0	1	1	0	0	1	0	0	2	0	1	0	1	0
Volume Module:																				
Base Vol:	306		638		26	28		118		48	84		57		860	20		13		13
Growth Adj:	1.25		1.25		1.25	1.25		1.25		1.25	1.25		1.25		1.25	1.25		1.25		1.25
Initial Bse:	383		798		33	35		148		60	105		71		1075	25		16		16
Added Vol:	177		145		0	0		17		25	0		0		280	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	560		943		33	35		165		85	105		71		1355	25		16		16
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	560		943		33	35		165		85	105		71		1355	25		16		16
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	560		943		33	35		165		85	105		71		1355	25		16		16
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	560		943		33	35		165		85	105		71		1355	25		16		16
Saturation Flow Module:																				
Sat/Lane:	1375		1375		1375	1375		1375		1375	1375		1375		1375	1375		1375		1375
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	2.00		1.93		0.07	1.00		1.32		0.68	0.60		0.40		2.00	0.87		0.57		0.56
Final Sat.:	2750		2658		92	1375		1813		937	819		556		2750	1196		777		777
Capacity Analysis Module:																				
Vol/Sat:	0.20		0.35		0.35	0.03		0.09		0.09	0.13		0.13		0.49	0.02		0.02		0.02
Crit Vol:			488					35							678			29		
Crit Moves:			****					****							****			****		

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	2	0	2	0	1	2	0	1	1	0	0	1	0	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	797		372		13	61		427		7	16		10		8	21		104		44
Growth Adj:	1.13		1.13		1.13	1.13		1.13		1.13	1.13		1.13		1.13	1.13		1.13		1.13
Initial Bse:	897		418		15	69		480		8	18		11		9	24		117		50
Added Vol:	32		24		15	441		21		0	0		89		0	24		83		76
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	929		443		30	510		501		8	18		100		9	48		200		126
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	510		501		8	18		100		9	48		200		126
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	929		443		30	510		501		8	18		100		9	48		200		126
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	510		501		8	18		100		9	48		200		126
Saturation Flow Module:																				
Sat/Lane:	1425		1425		1425	1425		1425		1425	1425		1425		1425	1425		1425		1425
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	2.00		2.00		1.00	2.00		1.97		0.03	0.15		0.85		1.00	1.00		1.23		0.77
Final Sat.:	2850		2850		1425	2850		2806		44	217		1208		1425	1425		1751		1099
Capacity Analysis Module:																				
Vol/Sat:	0.33		0.16		0.02	0.18		0.18		0.18	0.08		0.08		0.01	0.03		0.11		0.11
Crit Vol:	464									255	18							163		
Crit Moves:	****									****	****							****		

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	1	0 1	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	48	69	339	0	68	64	94	396	102	366	268	21
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	58	83	407	0	82	77	113	475	122	439	322	25
Added Vol:	0	7	93	2	5	29	34	107	256	200	68	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	90	500	2	87	106	147	582	378	639	390	26
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	58	90	0	2	87	106	147	582	0	639	390	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	90	0	2	87	106	147	582	0	639	390	26
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	58	90	0	2	87	106	147	582	0	639	390	26
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2850	2850	1425	1425	1425	1425	1425	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.00	0.00	0.06	0.07	0.10	0.20	0.00	0.22	0.14	0.02
Crit Vol:	29					106		291		320		
Crit Moves:	****					****		****		****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	487	0	24	0	0	0	0	347	399	21	215	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	548	0	27	0	0	0	0	390	449	24	242	0
Added Vol:	21	0	0	0	0	0	0	23	21	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	569	0	27	0	0	0	0	413	470	24	260	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	569	0	27	0	0	0	0	413	470	24	260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	569	0	27	0	0	0	0	413	470	24	260	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	569	0	27	0	0	0	0	413	470	24	260	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.00	0.02	0.00	0.00	0.00	0.00	0.15	0.33	0.02	0.09	0.00
Crit Vol:	569			0				207			130	
Crit Moves:	****							****				

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Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0
Volume Module:																
Base Vol:	206	20	72		6	14	10		17	292	289		172	300	1	
Growth Adj:	1.20	1.20	1.20		1.20	1.20	1.20		1.20	1.20	1.20		1.20	1.20	1.20	
Initial Bse:	247	24	86		7	17	12		20	350	347		206	360	1	
Added Vol:	45	0	54		0	0	0		0	146	96		117	239	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	292	24	140		7	17	12		20	496	443		323	599	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	496	443		323	599	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	292	24	140		7	17	12		20	496	443		323	599	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	1.00	1.00		4.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	292	24	140		7	17	12		41	496	443		1294	599	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.39	0.61		0.40	0.93	0.67		0.04	1.06	0.90		1.00	0.99	0.01	
Final Sat.:	1500	578	922		600	1400	1000		65	1579	1356		1500	1498	2	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.04	0.15		0.01	0.01	0.01		0.31	0.31	0.33		0.22	0.40	0.63	
Crit Vol:	292					18			20						947	
Crit Moves:	****					****			****						****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0
Volume Module:																
Base Vol:	0	0	0		2	0	26		18	603	0		0	461	1	
Growth Adj:	1.20	1.20	1.20		1.20	1.20	1.20		1.20	1.20	1.20		1.20	1.20	1.20	
Initial Bse:	0	0	0		2	0	31		22	724	0		0	553	1	
Added Vol:	0	0	0		0	0	0		0	242	0		0	284	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		2	0	31		22	966	0		0	837	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		2	0	31		22	966	0		0	837	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		2	0	31		22	966	0		0	837	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		4.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		2	0	31		86	966	0		0	837	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	0.00		0.14	0.86	1.00		0.19	1.81	0.00		0.00	1.99	0.01	
Final Sat.:	0	3000	0		214	1286	1500		281	2719	0		0	2996	4	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.02		0.08	0.36	0.00		0.00	0.28	0.28	
Crit Vol:	0						31			533			0			
Crit Moves:							****			****			****			

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Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.319
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1! 0	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	19	0	23	182	0	58	68	477	21	34	415	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	23	182	0	58	68	477	21	34	415	2
Added Vol:	0	0	0	0	0	0	0	19	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	23	182	0	58	68	496	21	34	470	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	23	182	0	58	68	496	21	34	470	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	23	182	0	58	68	496	21	34	470	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	0	23	182	0	58	68	496	21	34	470	2
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.00	0.55	1.52	0.00	0.48	1.00	1.92	0.08	1.00	2.99	0.01
Final Sat.:	645	0	780	2161	0	689	1425	2734	116	1425	4257	18
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.08	0.00	0.08	0.05	0.18	0.18	0.02	0.11	0.11
Crit Vol:			42	120					259	34		
Crit Moves:			****	****					****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	47	2	81	8	0	1	2	603	59	82	411	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	2	81	8	0	1	2	603	59	82	411	5
Added Vol:	0	0	0	0	0	0	0	19	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	2	81	8	0	1	2	622	59	82	466	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	2	81	8	0	1	2	622	59	82	466	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2	81	8	0	1	2	622	59	82	466	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	2	81	8	0	1	2	622	59	82	466	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.00	1.00	1.00	1.83	0.17	1.00	2.97	0.03
Final Sat.:	1425	34	1391	1425	0	1425	1425	2603	247	1425	4230	45
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.00	0.00	0.00	0.24	0.24	0.06	0.11	0.11
Crit Vol:			83	8					341	82		
Crit Moves:			****	****					****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

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: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	42	108	40	79	108	69	44	765	24	45	746	175
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	47	122	45	89	122	78	50	861	27	51	839	197
Added Vol:	0	0	0	0	0	0	0	56	0	0	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	122	45	89	122	78	50	917	27	51	928	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	122	45	89	122	78	50	917	27	51	928	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	122	45	89	122	78	50	917	27	51	928	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	122	45	89	122	78	50	917	27	51	928	197
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.22	0.78	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1375	2007	743	1375	1678	1072	1375	4007	118	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.06	0.07	0.07	0.04	0.23	0.23	0.04	0.23	0.14
Crit Vol:			83	89				315		51		
Crit Moves:			****	****				****		****		

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 1	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	265	415	0	0	264	171	594	0	257	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	298	467	0	0	297	192	668	0	289	0	0	0
Added Vol:	0	39	0	0	44	1	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	506	0	0	341	193	700	0	289	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	506	0	0	341	193	700	0	289	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	506	0	0	341	193	700	0	289	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	506	0	0	341	193	700	0	289	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.18	0.00	0.00	0.12	0.14	0.25	0.00	0.20	0.00	0.00	0.00
Crit Vol:	298					193	350				0	
Crit Moves:	****					****	****					

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	1	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	172	0	0	350	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	8	22	19	6	89	52	443	4	56	763	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	443	4	56	763	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	8	22	19	6	89	52	443	4	56	763	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	2.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	8	22	19	6	89	206	443	4	113	763	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.92	1.00	0.34	0.66	1.00	0.30	1.69	0.01	0.14	1.83	0.03
Final Sat.:	115	1385	1500	505	995	1500	451	2533	17	218	2741	41
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.01	0.06	0.11	0.17	0.22	0.26	0.28	0.30
Crit Vol:	1					89	52					444
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): 0.691
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	49	0	530	0	0	0	0	1467	71	106	1260	0
Growth Adj:	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55
Initial Bse:	76	0	822	0	0	0	0	2274	110	164	1953	0
Added Vol:	0	0	0	0	0	0	0	319	0	0	327	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	0	822	0	0	0	0	2593	110	164	2280	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	2593	110	164	2280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	0	0	0	0	0	0	2593	110	164	2280	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	2593	110	164	2280	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.08	0.06	0.53	0.00
Crit Vol:	38					0		864		82		
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	114.00	144.00	114	144	258	3.5
	Zone 2 Subtotal					114	144	258	3.5
3	Trapac Autos	1.00	Trapac Autos	73.00	122.00	73	122	195	2.6
	Zone 3 Subtotal					73	122	195	2.6
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	4.1
	Zone 8 Subtotal					160	144	304	4.1
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	248.00	314.00	248	314	562	7.6
	Zone 12 Subtotal					248	314	562	7.6
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	37
	Zone 13 Subtotal					1456	1325	2781	37.8
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	1.1

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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	1.1
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	1.8
	Zone 22 Subtotal					265	265	530	7.2
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	7.5
TOTAL						3659	3704	7363	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
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

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

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

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.372	C	xxxxx	0.746	+ 0.374
# 23 Alameda St / Anaheim St	B	xxxxx	0.666	C	xxxxx	0.788	+ 0.122
# 26 Henry Ford Ave / Anaheim St	C	xxxxx	0.789	D	xxxxx	0.825	+ 0.036
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx	0.365	A	xxxxx	0.457	+ 0.092
# 32 Harbor Blvd / SR 47 EB Off-Ram	C	xxxxx	0.737	D	xxxxx	0.870	+ 0.132
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.520	C	xxxxx	0.728	+ 0.208
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx	0.394	A	xxxxx	0.517	+ 0.123
# 53 Pacific Ave / Front St	A	xxxxx	0.453	A	xxxxx	0.477	+ 0.024
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.575	D	xxxxx	0.868	+ 0.293
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.345	A	xxxxx	0.517	+ 0.173
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.540	A	xxxxx	0.560	+ 0.020
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.398	A	xxxxx	0.418	+ 0.020
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.528	A	xxxxx	0.550	+ 0.022
#110 John S. Gibson / Channel Stree	B	xxxxx	0.675	B	xxxxx	0.692	+ 0.017
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.343	C	xxxxx	0.781	+ 0.438
#212 Navy Way / Seaside	B	xxxxx	0.633	C	xxxxx	0.762	+ 0.130

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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): 0.746
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	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	372	25		50	285	23	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	66	94	44		40	96	171		181	829	84		63	704	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	829	84		63	704	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	66	94	44		40	96	171		181	829	84		63	704	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		4.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	66	94	44		40	96	171		723	829	84		253	704	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		0.66	1.24	0.10		0.20	1.72	0.08	
Final Sat.:	973	1383	645		390	1110	1500		984	1863	154		307	2570	123	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.07		0.10	0.09	0.11		0.18	0.45	0.55		0.21	0.27	0.33	
Crit Vol:	66						171				818		63			
Crit Moves:	****						****				****		****			

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Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 1	1	0	2	0 1	1	0	2	0 1	2	0	1	1 0
Volume Module:																
Base Vol:	7	255	408		11	191	123		78	631	14		286	761	31	
Growth Adj:	1.38	1.38	1.38		1.38	1.38	1.38		1.38	1.38	1.38		1.38	1.38	1.38	
Initial Bse:	10	351	561		15	263	169		107	868	19		393	1046	43	
Added Vol:	1	297	71		0	240	0		0	32	10		70	20	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	11	648	632		15	503	169		107	900	29		463	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	648	632		15	503	169		107	900	29		463	1066	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	648	632		15	503	169		107	900	29		463	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	648	632		15	503	169		107	900	29		463	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	1.52	1.48		1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.92	0.08	
Final Sat.:	1425	2164	2111		1425	2850	1425		1425	2850	1425		2850	2740	110	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.30	0.30		0.01	0.18	0.12		0.08	0.32	0.02		0.16	0.39	0.39	
Crit Vol:			427		15					450			232			
Crit Moves:			****		****					****			****			

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Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 1	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	345	249	36	87	80	26	15	993	160	36	811	84
Growth Adj:	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38
Initial Bse:	474	342	50	120	110	36	21	1365	220	50	1115	116
Added Vol:	0	0	0	0	0	0	0	103	0	0	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	342	50	120	110	36	21	1468	220	50	1205	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	474	342	50	120	110	36	21	1468	0	50	1205	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	342	50	120	110	36	21	1468	0	50	1205	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	474	342	50	120	110	36	21	1468	0	50	1205	116
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.74	1.26	1.00	1.00	2.26	0.74	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2483	1792	1425	1425	3226	1049	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.03	0.08	0.03	0.03	0.01	0.52	0.00	0.03	0.42	0.08
Crit Vol:		272			120			734			50	
Crit Moves:		****			****			****			****	

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 0	0	0 1	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	549	230	0	0	176	5	0	0	0	0	0	0
Growth Adj:	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Initial Bse:	824	345	0	0	264	8	0	0	0	0	0	0
Added Vol:	157	12	0	0	120	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	981	357	0	0	384	8	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	981	357	0	0	384	8	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	981	357	0	0	384	8	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	981	357	0	0	384	8	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.96	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3000	3000	0	0	2943	57	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.12	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	490					196	0				0	
Crit Moves:	****					****						

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	175	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1 0	1	1 0	0 1	0	0 2	0 1	0	1 0
Volume Module:												
Base Vol:	306	687	15	7	147	36	56	33	859	26	24	33
Growth Adj:	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Initial Bse:	459	1031	23	11	221	54	84	50	1289	39	36	50
Added Vol:	251	169	0	0	30	91	0	0	446	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	710	1200	23	11	251	145	84	50	1735	39	36	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	710	1200	23	11	251	145	84	50	1735	39	36	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	1200	23	11	251	145	84	50	1735	39	36	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	710	1200	23	11	251	145	84	50	1735	39	36	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.96	0.04	1.00	1.27	0.73	0.63	0.37	2.00	0.63	0.58	0.79
Final Sat.:	2750	2699	51	1375	1742	1008	865	510	2750	861	795	1093
Capacity Analysis Module:												
Vol/Sat:	0.26	0.44	0.44	0.01	0.14	0.14	0.10	0.10	0.63	0.05	0.05	0.05
Crit Vol:		611			11				867		62	
Crit Moves:		****			****				****		****	

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	1	1 0	0 1	0	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	362	373	11	69	574	16	11	5	11	16	190	154
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	407	420	12	78	646	18	12	6	12	18	214	173
Added Vol:	66	24	16	360	42	0	0	71	0	37	273	211
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	444	28	438	688	18	12	77	12	55	487	384
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	438	688	18	12	77	12	55	487	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	444	28	438	688	18	12	77	12	55	487	384
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	438	688	18	25	77	12	55	487	384
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.95	0.05	0.14	0.86	1.00	1.00	1.12	0.88
Final Sat.:	2850	2850	1425	2850	2777	73	198	1227	1425	1425	1593	1257
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.02	0.15	0.25	0.25	0.06	0.06	0.01	0.04	0.31	0.31
Crit Vol:	237				353		12					436
Crit Moves:	****				****		****					****

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Permitted						Protected						Protected					
Rights:	Ignore						Include						Ignore						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	2	0	1		1	0	1	1	0		1	0	2	0	1		2	0	2	0	1	
Volume Module:																								
Base Vol:	74	106	468				0	78	84				116	279	77				415	380	29			
Growth Adj:	1.20	1.20	1.20				1.20	1.20	1.20				1.20	1.20	1.20				1.20	1.20	1.20			
Initial Bse:	89	127	562				0	94	101				139	335	92				498	456	35			
Added Vol:	0	13	222				2	15	27				19	115	207				181	153	2			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	89	140	784				2	109	128				158	450	299				679	609	37			
User Adj:	1.00	1.00	0.00				1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	0.00				1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	1.00			
PHF Volume:	89	140	0				2	109	128				158	450	0				679	609	37			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	89	140	0				2	109	128				158	450	0				679	609	37			
PCE Adj:	1.00	1.00	0.00				1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00				1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	1.00			
Final Vol.:	89	140	0				2	109	128				158	450	0				679	609	37			
Saturation Flow Module:																								
Sat/Lane:	1425	1425	1425				1425	1425	1425				1425	1425	1425				1425	1425	1425			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	2.00	2.00	1.00				1.00	1.00	1.00				1.00	2.00	1.00				2.00	2.00	1.00			
Final Sat.:	2850	2850	1425				1425	1425	1425				1425	2850	1425				2850	2850	1425			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.05	0.00				0.00	0.08	0.09				0.11	0.16	0.00				0.24	0.21	0.03			
Crit Vol:	44								128					225					340					
Crit Moves:	****								****					****					****					

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Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Protected						Protected						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	2	0	1		1	0	2	0	0	
Volume Module:																								
Base Vol:	407	0	16				0	0	0				0	187	579				8	334	0			
Growth Adj:	1.13	1.13	1.13				1.13	1.13	1.13				1.13	1.13	1.13				1.13	1.13	1.13			
Initial Bse:	458	0	18				0	0	0				0	210	651				9	376	0			
Added Vol:	28	0	0				0	0	0				0	38	39				0	12	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	486	0	18				0	0	0				0	248	690				9	388	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	486	0	18				0	0	0				0	248	690				9	388	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	486	0	18				0	0	0				0	248	690				9	388	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	486	0	18				0	0	0				0	248	690				9	388	0			
Saturation Flow Module:																								
Sat/Lane:	1425	1425	1425				1425	1425	1425				1425	1425	1425				1425	1425	1425			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	2.00	1.00				1.00	2.00	0.00			
Final Sat.:	1425	0	1425				0	0	0				0	2850	1425				1425	2850	0			
Capacity Analysis Module:																								
Vol/Sat:	0.34	0.00	0.01				0.00	0.00	0.00				0.00	0.09	0.48				0.01	0.14	0.00			
Crit Vol:	486								0					0						194				
Crit Moves:	****													****						****				

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Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	308		26	222	8		11	31	40		440	122	59		374	6
Growth Adj:	1.20	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	326			75	91		240	0
PasserByVol:	0		0	0	0		0	0	0			0	0		0	0
Initial Fut:	470		31	389	10		13	37	48		854	221	162		689	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		854	221	162		689	7
Reduct Vol:	0		0	0	0		0	0	0			0	0		0	0
Reduced Vol:	470		31	389	10		13	37	48		854	221	162		689	7
PCE Adj:	1.00	1.00		1.00	2.00	1.00		1.00	4.00	1.00		1.00	4.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	470		31	389	19		13	37	192		854	221	647		689	7
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.13		0.87	0.38	0.62		1.00	0.10	1.55		0.35	0.87	1.12		0.01
Final Sat.:	1500	188		1312	571	929		1500	147	2329		524	1303	1680		16
Capacity Analysis Module:																
Vol/Sat:	0.31	0.17		0.30	0.02	0.01		0.02	0.33	0.37		0.42	0.12	0.41		0.45
Crit Vol:	470							37				634	162			
Crit Moves:	****							****				****	****			

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Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	0		0	0	2		0	24	31		639	0	0		745	3
Growth Adj:	1.20	1.20		1.20	1.20	1.20		1.20	1.20	1.20		1.20	1.20	1.20		1.20
Initial Bse:	0		0	0	2		0	29	37		767	0	0		894	4
Added Vol:	0		0	0	0		0	0	0		400	0	0		340	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	2		0	29	37		1167	0	0		1234	4
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0		0	0	2		0	29	37		1167	0	0		1234	4
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	2		0	29	37		1167	0	0		1234	4
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	6.00	1.00		1.00	6.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	0		0	0	2		0	29	223		1167	0	0		1234	4
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.00	2.00		0.00	0.15	0.85		1.00	0.44	1.56		0.00	0.00	1.99		0.01
Final Sat.:	0	3000		0	231	1269		1500	658	2342		0	0	2991		9
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00		0.00	0.01	0.00		0.02	0.06	0.50		0.00	0.00	0.41		0.41
Crit Vol:	0							29		747			0			
Crit Moves:								****		****			****			

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Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0	1! 0	0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	19	2	30	116	4	161	91	630	30	21	621	6				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	19	2	30	116	4	161	91	630	30	21	621	6				
Added Vol:	0	0	0	0	0	0	0	57	0	0	43	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	19	2	30	116	4	161	91	687	30	21	664	6				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	19	2	30	116	4	161	91	687	30	21	664	6				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	19	2	30	116	4	161	91	687	30	21	664	6				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	19	2	30	116	4	161	91	687	30	21	664	6				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.37	0.04	0.59	1.00	0.01	0.99	1.00	1.92	0.08	1.00	2.97	0.03				
Final Sat.:	531	56	838	1425	14	1411	1425	2731	119	1425	4237	38				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04	0.08	0.28	0.11	0.06	0.25	0.25	0.01	0.16	0.16				
Crit Vol:	19				400				359	21						
Crit Moves:	****				****				****	****						

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Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	46	1	85	16	0	5	5	703	49	89	559	3				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	46	1	85	16	0	5	5	703	49	89	559	3				
Added Vol:	0	0	0	0	0	0	0	57	0	0	43	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	46	1	85	16	0	5	5	760	49	89	602	3				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	46	1	85	16	0	5	5	760	49	89	602	3				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	46	1	85	16	0	5	5	760	49	89	602	3				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	46	1	85	16	0	5	5	760	49	89	602	3				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.01	0.99	1.00	0.00	1.00	1.00	1.88	0.12	1.00	2.99	0.01				
Final Sat.:	1425	17	1408	1425	0	1425	1425	2677	173	1425	4254	21				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.06	0.01	0.00	0.00	0.00	0.28	0.28	0.06	0.14	0.14				
Crit Vol:			86	16				405		89						
Crit Moves:			****	****				****		****						

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Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	48	149		56	208	168		81	78	850		19	35	772		199
Growth Adj:	1.13	1.13		1.13	1.13	1.13		1.13	1.13	1.13		1.13	1.13	1.13		1.13
Initial Bse:	54	168		63	234	189		91	88	956		21	39	869		224
Added Vol:	0	0		0	0	0		0	0	103		0	0	90		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	54	168		63	234	189		91	88	1059		21	39	959		224
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	54	168		63	234	189		91	88	1059		21	39	959		224
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	54	168		63	234	189		91	88	1059		21	39	959		224
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	54	168		63	234	189		91	88	1059		21	39	959		224
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.45		0.55	1.00	1.35		0.65	1.00	2.94		0.06	1.00	3.00		1.00
Final Sat.:	1375	1999		751	1375	1855		895	1375	4043		82	1375	4125		1375
Capacity Analysis Module:																
Vol/Sat:	0.04	0.08		0.08	0.17	0.10		0.10	0.06	0.26		0.26	0.03	0.23		0.16
Crit Vol:				115	234				88					320		
Crit Moves:				****	****				****					****		

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Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	347	467		0	0	323		239	448		0	359	0		0	0
Growth Adj:	1.13	1.13		1.13	1.13	1.13		1.13	1.13		1.13	1.13	1.13		1.13	1.13
Initial Bse:	390	525		0	0	363		269	504		0	404	0		0	0
Added Vol:	0	40		0	0	77		2	67		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	390	565		0	0	440		271	571		0	404	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	390	565		0	0	440		271	571		0	404	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	390	565		0	0	440		271	571		0	404	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	390	565		0	0	440		271	571		0	404	0		0	0
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		0.00	0.00	2.00		1.00	1.76	xxxx		1.24	0.00		0.00	0.00
Final Sat.:	1425	2850		0	0	2850		1425	2504		0	1771	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.27	0.20		0.00	0.00	0.15		0.19	0.23		0.00	0.23	0.00		0.00	0.00
Crit Vol:	390							271	325						0	
Crit Moves:	****							****	****							

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	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	422	0	0	352	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	7	104	6	4	58	138	1030	0	31	635	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	1030	0	31	635	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	7	104	6	4	58	138	1030	0	31	635	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	7	104	6	4	58	552	1030	0	125	635	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	1.00	0.00	0.10	1.82	0.08
Final Sat.:	32	1468	1500	268	1232	1500	1500	1500	0	154	2719	127
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.07	0.02	0.00	0.04	0.09	0.69	0.00	0.20	0.23	0.26
Crit Vol:			104	6				1030		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): 0.762
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	114	0	694	0	0	0	0	1521	76	28	1410	0
Growth Adj:	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56
Initial Bse:	178	0	1083	0	0	0	0	2373	119	44	2200	0
Added Vol:	0	0	0	0	0	0	0	554	0	0	572	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	0	1083	0	0	0	0	2927	119	44	2772	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	2927	119	44	2772	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	0	0	0	0	0	0	2927	119	44	2772	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	2927	119	44	2772	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.08	0.02	0.65	0.00
Crit Vol:	89				0			976		22		
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

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Trip Generation Report

Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	9.00	22.00	9	22	31	0.6
	Zone 1 Subtotal					9	22	31	0.6
2	YML Trucks	1.00	YML Trucks	53.00	101.00	53	101	154	3.0
	Zone 2 Subtotal					53	101	154	3.0
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	7.9
	Zone 4 Subtotal					170	238	408	7.9
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.4
	Zone 5 Subtotal					61	61	122	2.4
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.5
	Zone 7 Subtotal					73	58	131	2.5
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	8.9
	Zone 8 Subtotal					244	215	459	8.9
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.4
	Zone 10 Subtotal					72	50	122	2.4
11	China Shippi	1.00	China Shipping	60.00	61.00	60	61	121	2.3
	Zone 11 Subtotal					60	61	121	2.3
12	China Shippi	1.00	China Shipping	281.00	184.00	281	184	465	9.0
	Zone 12 Subtotal					281	184	465	9.0
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	24.4
	Zone 13 Subtotal					524	740	1264	24.4
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.1
	Zone 14 Subtotal					65	43	108	2.1
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.1

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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	0.3
	Zone 20 Subtotal					13	5	18	0.3
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.0
	Zone 21 Subtotal					26	27	53	1.0
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	2.9
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.0
	Zone 22 Subtotal					126	126	252	4.9
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.0
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.3
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	16.3
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.5
	Zone 23 Subtotal					540	540	1080	20.9
TOTAL						2517	2655	5172	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	0.413	B	xxxxx	0.607	+ 0.194 V/C
# 23 Alameda St / Anaheim St	D	xxxxx	0.898	E	xxxxx	0.981	+ 0.082 V/C
# 26 Henry Ford Ave / Anaheim St	C	xxxxx	0.717	C	xxxxx	0.742	+ 0.026 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx	0.337	A	xxxxx	0.402	+ 0.066 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C	xxxxx	0.720	D	xxxxx	0.809	+ 0.089 V/C
# 34 John S. Gibson / I-110 NB Ram	B	xxxxx	0.619	C	xxxxx	0.738	+ 0.119 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx	0.463	A	xxxxx	0.564	+ 0.102 V/C
# 53 Pacific Ave / Front St	A	xxxxx	0.579	A	xxxxx	0.599	+ 0.020 V/C
# 72 Fries Ave / Harry Bridges Blvd	B	xxxxx	0.654	E	xxxxx	0.942	+ 0.288 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.324	A	xxxxx	0.433	+ 0.110 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.312	A	xxxxx	0.327	+ 0.015 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.354	A	xxxxx	0.368	+ 0.015 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.419	A	xxxxx	0.437	+ 0.018 V/C
#110 John S. Gibson / Channel Stree	B	xxxxx	0.643	B	xxxxx	0.655	+ 0.012 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.297	A	xxxxx	0.411	+ 0.114 V/C
#212 Navy Way / Seaside	D	xxxxx	0.835	E	xxxxx	0.918	+ 0.084 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): 0.607
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	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		280	8	16		250	8
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	63		68	24	23		59	97	163		732	53	33		884	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		732	53	33		884	78
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	63		68	24	23		59	97	163		732	53	33		884	78
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	4.00		1.00	1.00	4.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	63		68	24	23		59	97	651		732	53	131		884	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	0.71		1.22	0.07	0.07		1.79	0.14
Final Sat.:	1221		1310	469	391		1109	1500	1063		1827	110	110		2676	214
Capacity Analysis Module:																
Vol/Sat:	0.05		0.05	0.05	0.06		0.05	0.06	0.15		0.40	0.48	0.30		0.33	0.36
Crit Vol:	63							97				718	33			
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): 0.981
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 1	1	0	2	0 1	1	0	2	0 1	2	0	1	1 0
Volume Module:																
Base Vol:	12		131	284	4		209	84	89		828	13	343		625	21
Growth Adj:	1.75		1.75	1.75	1.75		1.75	1.75	1.75		1.75	1.75	1.75		1.75	1.75
Initial Bse:	21		229	497	7		366	147	156		1449	23	600		1094	37
Added Vol:	7		218	42	0		204	0	0		31	5	43		37	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	28		447	539	7		570	147	156		1480	28	643		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		447	539	7		570	147	156		1480	28	643		1131	37
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	28		447	539	7		570	147	156		1480	28	643		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		447	539	7		570	147	156		1480	28	643		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		1.36	1.64	1.00		2.00	1.00	1.00		2.00	1.00	2.00		1.94	0.06
Final Sat.:	1425		1939	2336	1425		2850	1425	1425		2850	1425	2850		2760	90
Capacity Analysis Module:																
Vol/Sat:	0.02		0.23	0.23	0.00		0.20	0.10	0.11		0.52	0.02	0.23		0.41	0.41
Crit Vol:	329				7				740				322			
Crit Moves:	****				****				****				****			

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 1	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	146	63	87	38	99	13	10	811	252	53	641	70
Growth Adj:	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75
Initial Bse:	256	110	152	67	173	23	18	1419	441	93	1122	123
Added Vol:	0	0	0	0	0	0	0	73	0	0	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	110	152	67	173	23	18	1492	441	93	1203	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	256	110	152	67	173	23	18	1492	0	93	1203	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	110	152	67	173	23	18	1492	0	93	1203	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	256	110	152	67	173	23	18	1492	0	93	1203	123
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3779	496	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.11	0.05	0.05	0.05	0.01	0.52	0.00	0.07	0.42	0.09
Crit Vol:			152	67				746		93		
Crit Moves:			****	****				****		****		

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 0	0	0 1	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	503	231	0	0	165	5	0	0	0	0	0	0
Growth Adj:	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Initial Bse:	755	347	0	0	248	8	0	0	0	0	0	0
Added Vol:	127	15	0	0	70	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	882	362	0	0	318	8	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	882	362	0	0	318	8	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	882	362	0	0	318	8	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	882	362	0	0	318	8	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.95	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3000	3000	0	0	2931	69	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.12	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	441				163		0				0	
Crit Moves:	****				****							

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1 0	1	1 0	0 1	0	0 2	0 1	0	1 0
Volume Module:												
Base Vol:	306	638	26	28	118	48	84	57	860	20	13	13
Growth Adj:	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Initial Bse:	459	957	39	42	177	72	126	86	1290	30	20	20
Added Vol:	177	142	0	0	15	55	0	0	280	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	636	1099	39	42	192	127	126	86	1570	30	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	636	1099	39	42	192	127	126	86	1570	30	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	636	1099	39	42	192	127	126	86	1570	30	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	636	1099	39	42	192	127	126	86	1570	30	20	20
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.93	0.07	1.00	1.20	0.80	0.60	0.40	2.00	0.87	0.57	0.56
Final Sat.:	2750	2656	94	1375	1655	1095	819	556	2750	1196	777	777
Capacity Analysis Module:												
Vol/Sat:	0.23	0.41	0.41	0.03	0.12	0.12	0.15	0.15	0.57	0.03	0.03	0.03
Crit Vol:		569			42				785		35	
Crit Moves:		****			****				****		****	

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	1	1 0	0 1	0	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	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	318	20	0	0	64	0	18	164	123
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1028	488	27	394	554	9	20	77	10	44	294	178
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	394	554	9	20	77	10	44	294	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1028	488	27	394	554	9	20	77	10	44	294	178
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	394	554	9	20	77	10	44	294	178
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.97	0.03	0.21	0.79	1.00	1.00	1.25	0.75
Final Sat.:	2850	2850	1425	2850	2806	44	295	1130	1425	1425	1775	1075
Capacity Analysis Module:												
Vol/Sat:	0.36	0.17	0.02	0.14	0.20	0.20	0.07	0.07	0.01	0.03	0.17	0.17
Crit Vol:	514					281	20				236	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	48	69	339	0	68	64	94	396	102	366	268	21
Growth Adj:	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
Initial Bse:	67	97	475	0	95	90	132	554	143	512	375	29
Added Vol:	0	7	138	2	5	29	34	89	185	148	128	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	104	613	2	100	119	166	643	328	660	503	31
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	67	104	0	2	100	119	166	643	0	660	503	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	104	0	2	100	119	166	643	0	660	503	31
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	67	104	0	2	100	119	166	643	0	660	503	31
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2850	2850	1425	1425	1425	1425	1425	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.00	0.00	0.07	0.08	0.12	0.23	0.00	0.23	0.18	0.02
Crit Vol:	34					119		322		330		
Crit Moves:	****					****		****		****		

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Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1	0 0	0	0	0 0	2	0	1 0	2	0 0
Volume Module:												
Base Vol:	487	0	24	0	0	0	0	347	399	21	215	0
Growth Adj:	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Initial Bse:	609	0	30	0	0	0	0	434	499	26	269	0
Added Vol:	19	0	0	0	0	0	0	19	19	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	628	0	30	0	0	0	0	453	518	26	284	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	628	0	30	0	0	0	0	453	518	26	284	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	628	0	30	0	0	0	0	453	518	26	284	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	628	0	30	0	0	0	0	453	518	26	284	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.44	0.00	0.02	0.00	0.00	0.00	0.00	0.16	0.36	0.02	0.10	0.00
Crit Vol:	628			0				226			142	
Crit Moves:	****							****				

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Intersection #72 Fries Ave / Harry Bridges Blvd

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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	206	20	72	6	14	10	17	292	289	172	300	1
Growth Adj:	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
Initial Bse:	288	28	101	8	20	14	24	409	405	241	420	1
Added Vol:	107	0	131	0	0	0	0	189	77	94	184	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	28	232	8	20	14	24	598	482	335	604	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	598	482	335	604	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	28	232	8	20	14	24	598	482	335	604	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	4.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	395	28	232	8	20	14	48	598	482	1339	604	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	0.40	0.93	0.67	0.04	1.11	0.85	1.00	0.99	0.01
Final Sat.:	1500	439	1061	600	1400	1000	66	1652	1282	1500	1498	2
Capacity Analysis Module:												
Vol/Sat:	0.26	0.06	0.22	0.01	0.01	0.01	0.36	0.36	0.38	0.22	0.40	0.65
Crit Vol:	395				21		24					972
Crit Moves:	****				****		****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	0	2	0	26	18	603	0	0	461	1
Growth Adj:	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
Initial Bse:	0	0	0	3	0	36	25	844	0	0	645	1
Added Vol:	0	0	0	0	0	0	0	266	0	0	291	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	36	25	1110	0	0	936	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	36	25	1110	0	0	936	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	36	25	1110	0	0	936	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	3	0	36	101	1110	0	0	936	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.14	0.86	1.00	0.19	1.81	0.00	0.00	1.99	0.01
Final Sat.:	0	3000	0	214	1286	1500	285	2715	0	0	2996	4
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.09	0.41	0.00	0.00	0.31	0.31
Crit Vol:	0					36		613		0		
Crit Moves:						****		****		****		

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

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0	1! 0	0	1	0	1	0
Volume Module:												
Base Vol:	19	0	23	182	0	58	68	477	21	34	415	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	23	182	0	58	68	477	21	34	415	2
Added Vol:	0	0	0	0	0	0	0	42	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	23	182	0	58	68	519	21	34	456	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	23	182	0	58	68	519	21	34	456	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	23	182	0	58	68	519	21	34	456	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	0	23	182	0	58	68	519	21	34	456	2
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.00	0.55	1.52	0.00	0.48	1.00	1.92	0.08	1.00	2.99	0.01
Final Sat.:	645	0	780	2161	0	689	1425	2739	111	1425	4256	19
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.08	0.00	0.08	0.05	0.19	0.19	0.02	0.11	0.11
Crit Vol:			42	120					270	34		
Crit Moves:			****	****					****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1 0	1	0	0 1 0	1	0	1 1 0	1	0	2 1 0
Volume Module:												
Base Vol:	47	2	81	8	0	1	2	603	59	82	411	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	2	81	8	0	1	2	603	59	82	411	5
Added Vol:	0	0	0	0	0	0	0	42	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	2	81	8	0	1	2	645	59	82	452	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	2	81	8	0	1	2	645	59	82	452	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2	81	8	0	1	2	645	59	82	452	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	2	81	8	0	1	2	645	59	82	452	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.00	1.00	1.00	1.83	0.17	1.00	2.97	0.03
Final Sat.:	1425	34	1391	1425	0	1425	1425	2611	239	1425	4228	47
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.00	0.00	0.00	0.25	0.25	0.06	0.11	0.11
Crit Vol:			83	8					352	82		
Crit Moves:			****	****					****	****		

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	42	108	40	79	108	69	44	765	24	45	746	175
Growth Adj:	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Initial Bse:	53	135	50	99	135	86	55	956	30	56	932	219
Added Vol:	0	0	0	0	0	0	0	73	0	0	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	135	50	99	135	86	55	1029	30	56	1014	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	135	50	99	135	86	55	1029	30	56	1014	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	135	50	99	135	86	55	1029	30	56	1014	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	135	50	99	135	86	55	1029	30	56	1014	219
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.22	0.78	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1375	2007	743	1375	1678	1072	1375	4008	117	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.07	0.08	0.08	0.04	0.26	0.26	0.04	0.25	0.16
Crit Vol:			93	99					353	56		
Crit Moves:			****	****					****	****		

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 1	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	265	415	0	0	264	171	594	0	257	0	0	0
Growth Adj:	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Initial Bse:	331	519	0	0	330	214	743	0	321	0	0	0
Added Vol:	0	34	0	0	38	1	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	553	0	0	368	215	775	0	321	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	553	0	0	368	215	775	0	321	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	553	0	0	368	215	775	0	321	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	331	553	0	0	368	215	775	0	321	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.19	0.00	0.00	0.13	0.15	0.27	0.00	0.23	0.00	0.00	0.00
Crit Vol:	331					215	387				0	
Crit Moves:	****					****	****					

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0
Volume Module:																
Base Vol:	1	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	295	0		0	276	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	10	25		22	7	104		60	611	4		66	758	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	611	4		66	758	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	10	25		22	7	104		60	611	4		66	758	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		2.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	10	25		22	7	104		241	611	4		132	758	14	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.08	0.92	1.00		0.34	0.66	1.00		0.24	1.75	0.01		0.17	1.80	0.03	
Final Sat.:	115	1385	1500		505	995	1500		365	2621	15		256	2698	47	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.02		0.04	0.01	0.07		0.17	0.23	0.29		0.26	0.28	0.30	
Crit Vol:	1						104		60						452	
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): 0.918
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0	1	0	0 0	0	0	0	0 3	0	1	2	0 3	0	0
Volume Module:																
Base Vol:	49	0	530		0	0	0		0	1467	71		106	1260	0	
Growth Adj:	2.10	2.10	2.10		2.10	2.10	2.10		2.10	2.10	2.10		2.10	2.10	2.10	
Initial Bse:	103	0	1113		0	0	0		0	3081	149		223	2646	0	
Added Vol:	0	0	0		0	0	0		0	357	0		0	300	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	103	0	1113		0	0	0		0	3438	149		223	2946	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	3438	149		223	2946	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	0	0		0	0	0		0	3438	149		223	2946	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	3438	149		223	2946	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.00		0.00	0.00	0.00		0.00	0.80	0.10		0.08	0.69	0.00	
Crit Vol:	51						0			1146			111			
Crit Moves:	****									****			****			

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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

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Trip Generation Report

Forecast for 2030 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	21.00	17.00	21	17	38	0.5
	Zone 1 Subtotal					21	17	38	0.5
2	YML Trucks	1.00	YML Trucks	41.00	51.00	41	51	92	1.3
	Zone 2 Subtotal					41	51	92	1.3
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.5
	Zone 3 Subtotal					67	110	177	2.5
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	4.5
	Zone 4 Subtotal					132	181	313	4.5
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.3
	Zone 5 Subtotal					81	81	162	2.3
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.8
	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	219.00	278.00	219	278	497	7.1
	Zone 12 Subtotal					219	278	497	7.1
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	39
	Zone 13 Subtotal					1456	1325	2781	39.9
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.9
	Zone 14 Subtotal					217	127	344	4.9
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

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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	2.1
	Zone 21 Subtotal					98	51	149	2.1
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	7.6
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.9
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
	Zone 23 Subtotal					277	277	554	7.9
TOTAL						3495	3477	6972	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	0.434	C	xxxxx	0.780	+ 0.346 V/C
# 23 Alameda St / Anaheim St	D	xxxxx	0.848	E	xxxxx	0.952	+ 0.104 V/C
# 26 Henry Ford Ave / Anaheim St	F	xxxxx	1.004	F	xxxxx	1.037	+ 0.033 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx	0.487	A	xxxxx	0.569	+ 0.082 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	E	xxxxx	0.983	F	xxxxx	1.115	+ 0.132 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.578	C	xxxxx	0.738	+ 0.160 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx	0.460	A	xxxxx	0.563	+ 0.103 V/C
# 53 Pacific Ave / Front St	A	xxxxx	0.504	A	xxxxx	0.525	+ 0.022 V/C
# 72 Fries Ave / Harry Bridges Blvd	B	xxxxx	0.671	D	xxxxx	0.880	+ 0.209 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.400	A	xxxxx	0.562	+ 0.162 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.540	A	xxxxx	0.555	+ 0.015 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.398	A	xxxxx	0.413	+ 0.015 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.587	B	xxxxx	0.607	+ 0.020 V/C
#110 John S. Gibson / Channel Stree	C	xxxxx	0.750	C	xxxxx	0.766	+ 0.016 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.400	B	xxxxx	0.615	+ 0.215 V/C
#212 Navy Way / Seaside	D	xxxxx	0.860	E	xxxxx	0.983	+ 0.123 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): 0.780
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	42		52	10	14		38	103	94		381	49	11		349	15
Growth Adj:	1.40		1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40
Initial Bse:	59		73	14	20		53	144	132		533	69	15		489	21
Added Vol:	16		32	32	23		50	43	60		292	25	50		225	23
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	75		105	46	43		103	187	192		825	94	65		714	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		825	94	65		714	44
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	75		105	46	43		103	187	192		825	94	65		714	44
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	4.00		1.00	1.00	4.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	75		105	46	43		103	187	766		825	94	262		714	44
Saturation Flow Module:																
Sat/Lane:	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500
Adjustment:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	0.66		0.93	0.41	0.26		0.74	1.00	0.72		1.17	0.11	0.21		1.70	0.09
Final Sat.:	995		1394	612	384		1116	1500	1073		1761	167	313		2557	130
Capacity Analysis Module:																
Vol/Sat:	0.08		0.08	0.08	0.11		0.09	0.12	0.18		0.47	0.56	0.21		0.28	0.34
Crit Vol:	75							187				843	65			
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): 0.952
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 1	1	0	2	0 1	1	0	2	0 1	2	0	1	1 0
Volume Module:																
Base Vol:	7		255	408	11		191	123	78		631	14	286		761	31
Growth Adj:	1.75		1.75	1.75	1.75		1.75	1.75	1.75		1.75	1.75	1.75		1.75	1.75
Initial Bse:	12		446	714	19		334	215	137		1104	25	501		1332	54
Added Vol:	1		236	63	0		193	0	0		32	10	64		20	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	13		682	777	19		527	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		682	777	19		527	215	137		1136	35	564		1352	54
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	13		682	777	19		527	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		682	777	19		527	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		1.40	1.60	1.00		2.00	1.00	1.00		2.00	1.00	2.00		1.92	0.08
Final Sat.:	1425		1999	2276	1425		2850	1425	1425		2850	1425	2850		2740	110
Capacity Analysis Module:																
Vol/Sat:	0.01		0.34	0.34	0.01		0.19	0.15	0.10		0.40	0.02	0.20		0.49	0.49
Crit Vol:			486				19				568		282			
Crit Moves:			****				****				****		****			

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

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.037
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	1	0 1	1	0	2	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	345	249	36		87	80	26		15	993	160		36	811	84	
Growth Adj:	1.75	1.75	1.75		1.75	1.75	1.75		1.75	1.75	1.75		1.75	1.75	1.75	
Initial Bse:	604	436	63		152	140	46		26	1738	280		63	1419	147	
Added Vol:	0	0	0		0	0	0		0	95	0		0	84	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	604	436	63		152	140	46		26	1833	280		63	1503	147	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	604	436	63		152	140	46		26	1833	0		63	1503	147	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	604	436	63		152	140	46		26	1833	0		63	1503	147	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	604	436	63		152	140	46		26	1833	0		63	1503	147	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.74	1.26	1.00		1.00	2.26	0.74		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	2483	1792	1425		1425	3226	1049		1425	2850	1425		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.24	0.04		0.11	0.04	0.04		0.02	0.64	0.00		0.04	0.53	0.10	
Crit Vol:	347				152					916			63			
Crit Moves:	****				****					****			****			

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	549	230	0		0	176	5		0	0	0		0	0	0	
Growth Adj:	2.00	2.00	2.00		2.00	2.00	2.00		2.00	2.00	2.00		2.00	2.00	2.00	
Initial Bse:	1098	460	0		0	352	10		0	0	0		0	0	0	
Added Vol:	157	10	0		0	90	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1255	470	0		0	442	10		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1255	470	0		0	442	10		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1255	470	0		0	442	10		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1255	470	0		0	442	10		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	1.96	0.04		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	3000	3000	0		0	2934	66		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.42	0.16	0.00		0.00	0.15	0.15		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Vol:	628						226		0						0	
Crit Moves:	****						****									

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

Cycle (sec): 100 Critical Vol./Cap.(X): 1.115
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1 0	1	1 0	0 1	0	0 2	0 1	0	1 0
Volume Module:												
Base Vol:	306	687	15	7	147	36	56	33	859	26	24	33
Growth Adj:	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Initial Bse:	612	1374	30	14	294	72	112	66	1718	52	48	66
Added Vol:	251	167	0	0	25	65	0	0	446	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	863	1541	30	14	319	137	112	66	2164	52	48	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	863	1541	30	14	319	137	112	66	2164	52	48	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	863	1541	30	14	319	137	112	66	2164	52	48	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	863	1541	30	14	319	137	112	66	2164	52	48	66
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.96	0.04	1.00	1.40	0.60	0.63	0.37	2.00	0.63	0.58	0.79
Final Sat.:	2750	2697	53	1375	1924	826	865	510	2750	861	795	1093
Capacity Analysis Module:												
Vol/Sat:	0.31	0.57	0.57	0.01	0.17	0.17	0.13	0.13	0.79	0.06	0.06	0.06
Crit Vol:			786	14					1082		83	
Crit Moves:			****	****					****		****	

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	1	1 0	0 1	0	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	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	262	40	0	0	51	0	28	197	153
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	518	490	27	348	758	20	14	57	14	48	435	346
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	348	758	20	14	57	14	48	435	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	490	27	348	758	20	14	57	14	48	435	346
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	348	758	20	28	57	14	48	435	346
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.95	0.05	0.19	0.81	1.00	1.00	1.11	0.89
Final Sat.:	2850	2850	1425	2850	2777	73	276	1149	1425	1425	1588	1262
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.02	0.12	0.27	0.27	0.05	0.05	0.01	0.03	0.27	0.27
Crit Vol:	259				389		14				390	
Crit Moves:	****				****		****				****	

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	1	0 1	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	74	106	468	0	78	84	116	279	77	415	380	29
Growth Adj:	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
Initial Bse:	104	148	655	0	109	118	162	391	108	581	532	41
Added Vol:	0	13	163	1	15	27	19	102	150	138	133	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	161	818	1	124	145	181	493	258	719	665	43
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	104	161	0	1	124	145	181	493	0	719	665	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	161	0	1	124	145	181	493	0	719	665	43
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	104	161	0	1	124	145	181	493	0	719	665	43
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2850	2850	1425	1425	1425	1425	1425	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.09	0.10	0.13	0.17	0.00	0.25	0.23	0.03
Crit Vol:	52					145		246		359		
Crit Moves:	****					****		****		****		

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Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	407	0	16	0	0	0	0	187	579	8	334	0
Growth Adj:	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Initial Bse:	509	0	20	0	0	0	0	234	724	10	418	0
Added Vol:	26	0	0	0	0	0	0	31	35	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	535	0	20	0	0	0	0	265	759	10	428	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	535	0	20	0	0	0	0	265	759	10	428	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	535	0	20	0	0	0	0	265	759	10	428	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	535	0	20	0	0	0	0	265	759	10	428	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.53	0.01	0.15	0.00
Crit Vol:	535			0			0				214	
Crit Moves:	****						****				****	

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Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	308		26	222	8		11	31	40		440	122	59		374	6
Growth Adj:	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40		1.40
Initial Bse:	431		36	311	11		15	43	56		616	171	83		524	8
Added Vol:	81		0	100	0		0	0	261			59	73		195	0
PasserByVol:	0		0	0	0		0	0	0			0	0		0	0
Initial Fut:	512		36	411	11		15	43	56		877	230	156		719	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		877	230	156		719	8
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	512		36	411	11		15	43	56		877	230	156		719	8
PCE Adj:	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	4.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	512		36	411	22		15	43	112		877	230	622		719	8
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.14		0.86	0.38	0.62		1.00	0.10	1.52		0.38	0.75	1.24		0.01
Final Sat.:	1500		215	1285	571		929	1500	152		2283	566	1123		1859	19
Capacity Analysis Module:																
Vol/Sat:	0.34	0.17		0.32	0.02	0.02		0.03	0.37	0.38		0.41	0.14	0.39		0.45
Crit Vol:	512							43				609	156			
Crit Moves:	****							****				****	****			

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Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	0		0	0	2		0	24	31		639	0	0		745	3
Growth Adj:	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40		1.40
Initial Bse:	0		0	0	3		0	34	43		895	0	0		1043	4
Added Vol:	0		0	0	0		0	0	0		320	0	0		277	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	3		0	34	43		1215	0	0		1320	4
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0		0	0	3		0	34	43		1215	0	0		1320	4
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	3		0	34	43		1215	0	0		1320	4
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	6.00	1.00		1.00	4.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	0		0	0	3		0	34	260		1215	0	0		1320	4
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.00	2.00		0.00	0.15	0.85		1.00	0.50	1.50		0.00	0.00	1.99		0.01
Final Sat.:	0	3000		0	231	1269		1500	750	2250		0	0	2990		10
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00		0.00	0.01	0.00		0.02	0.06	0.54		0.00	0.00	0.44		0.44
Crit Vol:	0							34		810			0			
Crit Moves:								****		****			****			

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Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	1	0	1!	0 0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	19	2	30	116	4	161	91	630	30	21	621	6				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	19	2	30	116	4	161	91	630	30	21	621	6				
Added Vol:	0	0	0	0	0	0	0	43	0	0	32	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	19	2	30	116	4	161	91	673	30	21	653	6				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	19	2	30	116	4	161	91	673	30	21	653	6				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	19	2	30	116	4	161	91	673	30	21	653	6				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	19	2	30	116	4	161	91	673	30	21	653	6				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.37	0.04	0.59	1.00	0.01	0.99	1.00	1.91	0.09	1.00	2.97	0.03				
Final Sat.:	531	56	838	1425	14	1411	1425	2728	122	1425	4236	39				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04	0.08	0.28	0.11	0.06	0.25	0.25	0.01	0.15	0.15				
Crit Vol:	19				400				352	21						
Crit Moves:	****				****				****	****						

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

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	46	1	85	16	0	5	5	703	49	89	559	3				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	46	1	85	16	0	5	5	703	49	89	559	3				
Added Vol:	0	0	0	0	0	0	0	43	0	0	32	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	46	1	85	16	0	5	5	746	49	89	591	3				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	46	1	85	16	0	5	5	746	49	89	591	3				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	46	1	85	16	0	5	5	746	49	89	591	3				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	46	1	85	16	0	5	5	746	49	89	591	3				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.01	0.99	1.00	0.00	1.00	1.00	1.88	0.12	1.00	2.98	0.02				
Final Sat.:	1425	17	1408	1425	0	1425	1425	2674	176	1425	4253	22				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.06	0.01	0.00	0.00	0.00	0.28	0.28	0.06	0.14	0.14				
Crit Vol:			86	16				398		89						
Crit Moves:			****	****				****		****						

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	48	149	56		208	168	81		78	850	19		35	772	199	
Growth Adj:	1.25	1.25	1.25		1.25	1.25	1.25		1.25	1.25	1.25		1.25	1.25	1.25	
Initial Bse:	60	186	70		260	210	101		98	1063	24		44	965	249	
Added Vol:	0	0	0		0	0	0		0	95	0		0	84	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	60	186	70		260	210	101		98	1158	24		44	1049	249	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	186	70		260	210	101		98	1158	24		44	1049	249	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	186	70		260	210	101		98	1158	24		44	1049	249	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	186	70		260	210	101		98	1158	24		44	1049	249	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.45	0.55		1.00	1.35	0.65		1.00	2.94	0.06		1.00	3.00	1.00	
Final Sat.:	1375	1999	751		1375	1855	895		1375	4042	83		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.09	0.09		0.19	0.11	0.11		0.07	0.29	0.29		0.03	0.25	0.18	
Crit Vol:			128		260				98					350		
Crit Moves:			****		****				****					****		

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 2	0	1	1	0 1!	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	347	467	0		0	323	239		448	0	359		0	0	0	
Growth Adj:	1.25	1.25	1.25		1.25	1.25	1.25		1.25	1.25	1.25		1.25	1.25	1.25	
Initial Bse:	434	584	0		0	404	299		560	0	449		0	0	0	
Added Vol:	0	36	0		0	66	1		66	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	434	620	0		0	470	300		626	0	449		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	434	620	0		0	470	300		626	0	449		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	434	620	0		0	470	300		626	0	449		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	434	620	0		0	470	300		626	0	449		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.75	0.00	1.25		0.00	0.00	0.00	
Final Sat.:	1425	2850	0		0	2850	1425		2490	0	1785		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.22	0.00		0.00	0.16	0.21		0.25	0.00	0.25		0.00	0.00	0.00	
Crit Vol:	434						300				358			0		
Crit Moves:	****						****				****					

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	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	341	0	0	292	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	8	122	7	4	67	161	1051	0	36	622	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	1051	0	36	622	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	8	122	7	4	67	161	1051	0	36	622	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	4.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	8	122	7	4	67	322	1051	0	146	622	39
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.98	1.00	0.18	0.82	1.00	0.61	1.39	0.00	0.12	1.78	0.10
Final Sat.:	32	1468	1500	268	1232	1500	919	2081	0	185	2669	146
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.08	0.03	0.00	0.04	0.18	0.51	0.00	0.20	0.23	0.27
Crit Vol:			122	7				758		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): 0.983
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 0	0 1	0	0 0	0 0	0	0 3	0 1	2	0 3	0 0
Volume Module:												
Base Vol:	114	0	694	0	0	0	0	1521	76	28	1410	0
Growth Adj:	2.12	2.12	2.12	2.12	2.12	2.12	2.12	2.12	2.12	2.12	2.12	2.12
Initial Bse:	242	0	1471	0	0	0	0	3225	161	59	2989	0
Added Vol:	0	0	0	0	0	0	0	526	0	0	551	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	0	1471	0	0	0	0	3751	161	59	3540	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	3751	161	59	3540	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	0	0	0	0	0	3751	161	59	3540	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	3751	161	59	3540	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.11	0.02	0.83	0.00
Crit Vol:	121				0			1250		30		
Crit Moves:	****							****		****		

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Proposed Project

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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Port of Los Angeles
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Trip Generation Report

Forecast for 2045 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	9.00	22.00	9	22	31	0.6
	Zone 1 Subtotal					9	22	31	0.6
2	YML Trucks	1.00	YML Trucks	53.00	101.00	53	101	154	3.0
	Zone 2 Subtotal					53	101	154	3.0
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	7.9
	Zone 4 Subtotal					170	238	408	7.9
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.4
	Zone 5 Subtotal					61	61	122	2.4
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.5
	Zone 7 Subtotal					73	58	131	2.5
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	8.9
	Zone 8 Subtotal					244	215	459	8.9
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.4
	Zone 10 Subtotal					72	50	122	2.4
11	China Shippi	1.00	China Shipping	60.00	61.00	60	61	121	2.3
	Zone 11 Subtotal					60	61	121	2.3
12	China Shippi	1.00	China Shipping	281.00	184.00	281	184	465	9.0
	Zone 12 Subtotal					281	184	465	9.0
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	24.4
	Zone 13 Subtotal					524	740	1264	24.4
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.1
	Zone 14 Subtotal					65	43	108	2.1
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.1

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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	0.3
	Zone 20 Subtotal					13	5	18	0.3
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.0
	Zone 21 Subtotal					26	27	53	1.0
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	2.9
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.0
	Zone 22 Subtotal					126	126	252	4.9
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.0
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.3
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	16.3
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.5
	Zone 23 Subtotal					540	540	1080	20.9
TOTAL						2517	2655	5172	100.0

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Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11	12
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0	2.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0	9.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	15.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	1.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	3.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0	0.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	50.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	15.0

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

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

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.474	B	xxxxx	0.651	+ 0.177 V/C
# 23 Alameda St / Anaheim St	F	xxxxx	1.031	F	xxxxx	1.109	+ 0.078 V/C
# 26 Henry Ford Ave / Anaheim St	C	xxxxx	0.789	D	xxxxx	0.814	+ 0.026 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx	0.399	A	xxxxx	0.468	+ 0.070 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	D	xxxxx	0.826	E	xxxxx	0.919	+ 0.093 V/C
# 34 John S. Gibson / I-110 NB Ram	C	xxxxx	0.720	D	xxxxx	0.840	+ 0.120 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx	0.531	B	xxxxx	0.638	+ 0.107 V/C
# 53 Pacific Ave / Front St	B	xxxxx	0.638	B	xxxxx	0.658	+ 0.020 V/C
# 72 Fries Ave / Harry Bridges Blvd	C	xxxxx	0.752	F	xxxxx	1.250	+ 0.497 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.381	A	xxxxx	0.467	+ 0.087 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.351	A	xxxxx	0.365	+ 0.015 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.389	A	xxxxx	0.404	+ 0.015 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.461	A	xxxxx	0.479	+ 0.018 V/C
#110 John S. Gibson / Channel Stree	C	xxxxx	0.736	C	xxxxx	0.749	+ 0.013 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.351	A	xxxxx	0.492	+ 0.140 V/C
#212 Navy Way / Seaside	E	xxxxx	0.932	F	xxxxx	1.015	+ 0.084 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): 0.651
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	56	55	11		15	43	66		129	452	45		17	634	70	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	62	61	12		17	47	73		142	497	50		19	698	77	
Added Vol:	7	13	13		8	16	31		34	280	8		16	250	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	69	74	25		25	63	104		176	777	58		35	948	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	777	58		35	948	85	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	74	25		25	63	104		176	777	58		35	948	85	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		4.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	69	74	25		25	63	104		704	777	58		139	948	85	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.82	0.88	0.30		0.26	0.74	1.00		0.73	1.20	0.07		0.07	1.78	0.15	
Final Sat.:	1231	1319	450		384	1116	1500		1093	1795	112		108	2674	218	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.06	0.06	0.07		0.16	0.43	0.51		0.32	0.35	0.39	
Crit Vol:	69						104				769		35			
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): 1.109
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 1	1	0	2	0 1	1	0	2	0 1	2	0	1	1 0
Volume Module:																
Base Vol:	21	229	497		7	366	147		156	1449	23		600	1094	37	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	23	252	547		8	403	162		172	1594	25		660	1204	41	
Added Vol:	7	218	42		0	204	0		0	31	5		43	37	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	30	470	589		8	607	162		172	1625	30		703	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	470	589		8	607	162		172	1625	30		703	1241	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	470	589		8	607	162		172	1625	30		703	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	470	648		8	607	162		172	1625	30		774	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	1.26	1.74		1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.94	0.06	
Final Sat.:	1425	1798	2477		1425	2850	1425		1425	2850	1425		2850	2759	91	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.26	0.26		0.01	0.21	0.11		0.12	0.57	0.02		0.27	0.45	0.45	
Crit Vol:	373				8				813				387			
Crit Moves:	****				****				****				****			

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

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1	0 1	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	256	110	152	67	173	23	18	1419	441	93	1122	123
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	282	121	167	74	190	25	20	1561	485	102	1235	135
Added Vol:	0	0	0	0	0	0	0	73	0	0	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	121	167	74	190	25	20	1634	485	102	1316	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	282	121	167	74	190	25	20	1634	0	102	1316	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	121	167	74	190	25	20	1634	0	102	1316	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	310	121	167	74	190	25	20	1634	0	102	1316	135
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3773	502	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.12	0.05	0.05	0.05	0.01	0.57	0.00	0.07	0.46	0.09
Crit Vol:			167	74				817		102		
Crit Moves:			****	****				****		****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 0	0 0	1	1 0	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	755	347	0	0	248	8	0	0	0	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	831	382	0	0	273	9	0	0	0	0	0	0
Added Vol:	127	15	0	0	70	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	958	397	0	0	343	9	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	958	397	0	0	343	9	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	958	397	0	0	343	9	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1054	397	0	0	343	9	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.95	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3000	3000	0	0	2925	75	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.13	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	527				176		0				0	
Crit Moves:	****				****							

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1 0	1	1 0	0 1	0	0 2	0 1	0	1 0
Volume Module:												
Base Vol:	459	957	39	42	177	72	126	86	1290	30	20	20
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	505	1053	43	46	195	79	139	95	1420	33	22	22
Added Vol:	177	142	0	0	15	55	0	0	280	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	682	1195	43	46	210	134	139	95	1700	33	22	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	682	1195	43	46	210	134	139	95	1700	33	22	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	682	1195	43	46	210	134	139	95	1700	33	22	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	750	1195	43	46	210	134	139	95	1869	33	22	22
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.93	0.07	1.00	1.22	0.78	0.59	0.41	2.00	0.86	0.57	0.57
Final Sat.:	2750	2655	95	1375	1677	1073	817	558	2750	1179	786	786
Capacity Analysis Module:												
Vol/Sat:	0.27	0.45	0.45	0.03	0.13	0.13	0.17	0.17	0.68	0.03	0.03	0.03
Crit Vol:		619			46				935		39	
Crit Moves:		****			****				****		****	

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	1	1 0	0 1	0	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	996	465	16	76	534	9	20	13	10	26	130	55
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	1096	512	18	84	588	10	22	14	11	29	143	61
Added Vol:	32	23	11	318	20	0	0	64	0	18	164	123
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1128	535	29	402	608	10	22	78	11	47	307	184
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	402	608	10	22	78	11	47	307	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1128	535	29	402	608	10	22	78	11	47	307	184
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	442	608	10	22	78	11	47	307	184
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.97	0.03	0.22	0.78	1.00	1.00	1.25	0.75
Final Sat.:	2850	2850	1425	2850	2804	46	313	1112	1425	1425	1784	1066
Capacity Analysis Module:												
Vol/Sat:	0.44	0.19	0.02	0.16	0.22	0.22	0.07	0.07	0.01	0.03	0.17	0.17
Crit Vol:	620				309			22			245	
Crit Moves:	****				****			****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	1	0 1	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	67	97	475	0	95	90	132	554	143	512	375	29
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	74	107	523	0	105	99	145	610	157	563	413	32
Added Vol:	0	7	138	2	5	29	34	89	185	148	128	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	114	661	2	110	128	179	699	342	711	541	34
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	74	114	0	2	110	128	179	699	0	711	541	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	114	0	2	110	128	179	699	0	711	541	34
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
Final Vol.:	81	114	0	2	110	128	179	699	0	783	541	34
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2850	2850	1425	1425	1425	1425	1425	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.00	0.00	0.08	0.09	0.13	0.25	0.00	0.27	0.19	0.02
Crit Vol:	41					128		349		391		
Crit Moves:	****					****		****		****		

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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	609	0	30	0	0	0	0	434	499	26	269	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	670	0	33	0	0	0	0	478	549	29	296	0
Added Vol:	19	0	0	0	0	0	0	19	19	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	689	0	33	0	0	0	0	497	568	29	311	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	689	0	33	0	0	0	0	497	568	29	311	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	689	0	33	0	0	0	0	497	568	29	311	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	689	0	33	0	0	0	0	497	568	29	311	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.48	0.00	0.02	0.00	0.00	0.00	0.00	0.17	0.40	0.02	0.11	0.00
Crit Vol:	689			0				248			156	
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): 1.250
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	288	28	101		8	20	14		24	409	405		241	420	1	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	317	31	111		9	22	15		26	450	446		265	462	1	
Added Vol:	107	0	131		0	0	0		0	189	77		94	184	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	424	31	242		9	22	15		26	639	523		359	646	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	639	523		359	646	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	424	31	242		9	22	15		26	639	523		359	646	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		6.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	424	31	242		9	22	15		106	639	523		2155	646	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.31	0.69		0.38	0.95	0.67		0.05	1.13	0.82		1.00	0.99	0.01	
Final Sat.:	1500	458	1042		571	1429	1000		71	1691	1237		1500	1499	1	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.07	0.23		0.02	0.02	0.02		0.37	0.38	0.42		0.24	0.43	0.93	
Crit Vol:	424						23		26						1401	
Crit Moves:	****						****		****						****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	0	0	0		3	0	36		25	844	0		0	645	1	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	0	0	0		3	0	40		28	929	0		0	710	1	
Added Vol:	0	0	0		0	0	0		0	266	0		0	291	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		3	0	40		28	1195	0		0	1001	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		3	0	40		28	1195	0		0	1001	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		3	0	40		28	1195	0		0	1001	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		6.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		3	0	40		110	1195	0		0	1001	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	0.00		0.15	0.85	1.00		0.19	1.81	0.00		0.00	1.99	0.01	
Final Sat.:	0	3000	0		231	1269	1500		290	2710	0		0	2997	3	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.03		0.09	0.44	0.00		0.00	0.33	0.33	
Crit Vol:	0						40			661			0			
Crit Moves:							****			****			****			

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1! 0	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	19	0	23	182	0	58	68	477	21	34	415	2
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	21	0	25	200	0	64	75	525	23	37	457	2
Added Vol:	0	0	0	0	0	0	0	42	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	25	200	0	64	75	567	23	37	498	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	0	25	200	0	64	75	567	23	37	498	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	25	200	0	64	75	567	23	37	498	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	0	25	220	0	64	75	567	23	37	498	2
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.00	0.55	1.55	0.01	0.44	1.00	1.92	0.08	1.00	2.99	0.01
Final Sat.:	645	0	780	2210	0	640	1425	2738	112	1425	4256	19
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.10	0.00	0.10	0.05	0.21	0.21	0.03	0.12	0.12
Crit Vol:			46	142					295	37		
Crit Moves:			****	****					****	****		

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

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	47	2	81	8	0	1	2	603	59	82	411	5
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	52	2	89	9	0	1	2	664	65	90	452	6
Added Vol:	0	0	0	0	0	0	0	42	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	2	89	9	0	1	2	706	65	90	493	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	2	89	9	0	1	2	706	65	90	493	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	2	89	9	0	1	2	706	65	90	493	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	2	89	9	0	1	2	706	65	90	493	6
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.00	1.00	1.00	1.83	0.17	1.00	2.97	0.03
Final Sat.:	1425	34	1391	1425	0	1425	1425	2610	240	1425	4228	47
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.01	0.00	0.00	0.00	0.27	0.27	0.06	0.12	0.12
Crit Vol:			91	9				385		90		
Crit Moves:			****	****				****		****		

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	53	135	50	99	135	86	55	956	30	56	933	219
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	58	149	55	109	149	95	61	1052	33	62	1027	241
Added Vol:	0	0	0	0	0	0	0	73	0	0	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	149	55	109	149	95	61	1125	33	62	1108	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	149	55	109	149	95	61	1125	33	62	1108	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	149	55	109	149	95	61	1125	33	62	1108	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	149	55	109	149	95	61	1125	33	62	1108	241
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.22	0.78	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1375	2007	743	1375	1680	1070	1375	4007	118	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.08	0.09	0.09	0.04	0.28	0.28	0.04	0.27	0.18
Crit Vol:			102	109				386		62		
Crit Moves:			****	****				****		****		

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 1	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	331	519	0	0	330	214	743	0	321	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	364	571	0	0	363	235	818	0	353	0	0	0
Added Vol:	0	34	0	0	38	1	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	605	0	0	401	236	850	0	353	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	605	0	0	401	236	850	0	353	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	605	0	0	401	236	850	0	353	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	364	605	0	0	401	236	935	0	389	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.21	0.00	0.00	0.14	0.17	0.33	0.00	0.27	0.00	0.00	0.00
Crit Vol:	364					236	467				0	
Crit Moves:	****					****	****					

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	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	295	0		0	276	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	11	28		24	8	114		66	643	4		73	806	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	643	4		73	806	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	11	28		24	8	114		66	643	4		73	806	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		4.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	11	28		24	8	114		264	643	4		291	806	15	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.06	0.94	1.00		0.33	0.67	1.00		0.26	1.73	0.01		0.21	1.76	0.03	
Final Sat.:	83	1417	1500		496	1004	1500		385	2601	14		322	2636	42	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.02		0.05	0.01	0.08		0.17	0.25	0.30		0.23	0.31	0.37	
Crit Vol:	1						114		66						556	
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): 1.015
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	103	0	1113		0	0	0		0	3081	149		223	2646	0	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	113	0	1225		0	0	0		0	3390	164		245	2912	0	
Added Vol:	0	0	0		0	0	0		0	357	0		0	300	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	113	0	1225		0	0	0		0	3747	164		245	3212	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	3747	164		245	3212	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	113	0	0		0	0	0		0	3747	164		245	3212	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	125	0	0		0	0	0		0	3747	164		270	3212	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.00		0.00	0.00	0.00		0.00	0.88	0.12		0.09	0.75	0.00	
Crit Vol:	62						0			1249			135			
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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Trip Generation Report

Forecast for 2045 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	21.00	17.00	21	17	38	0.5
	Zone 1 Subtotal					21	17	38	0.5
2	YML Trucks	1.00	YML Trucks	41.00	51.00	41	51	92	1.3
	Zone 2 Subtotal					41	51	92	1.3
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.5
	Zone 3 Subtotal					67	110	177	2.5
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	4.5
	Zone 4 Subtotal					132	181	313	4.5
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.3
	Zone 5 Subtotal					81	81	162	2.3
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.8
	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	219.00	278.00	219	278	497	7.1
	Zone 12 Subtotal					219	278	497	7.1
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	39
	Zone 13 Subtotal					1456	1325	2781	39.9
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.9
	Zone 14 Subtotal					217	127	344	4.9
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

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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	2.1
	Zone 21 Subtotal					98	51	149	2.1
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	7.6
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.9
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
	Zone 23 Subtotal					277	277	554	7.9
TOTAL						3495	3477	6972	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
1	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
2	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
3	4.0	12.0	2.0	0.0	28.0	13.0	14.0	0.0	15.0	1.0	0.0
4	0.0	0.0	0.0	6.0	0.0	0.0	38.0	1.0	38.0	7.0	1.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	20.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
11	1.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
12	0.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
13	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0
17	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

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

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

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.478	D	xxxxx	0.833	+ 0.355 V/C
# 23 Alameda St / Anaheim St	E	xxxxx	0.971	F	xxxxx	1.078	+ 0.107 V/C
# 26 Henry Ford Ave / Anaheim St	F	xxxxx	1.120	F	xxxxx	1.154	+ 0.033 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	xxxxx	0.576	B	xxxxx	0.663	+ 0.088 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	F	xxxxx	1.126	F	xxxxx	1.265	+ 0.139 V/C
# 34 John S. Gibson / I-110 NB Ram	B	xxxxx	0.655	D	xxxxx	0.817	+ 0.162 V/C
# 38 Figueroa St / C-St / I-110 Ram	A	xxxxx	0.533	B	xxxxx	0.641	+ 0.108 V/C
# 53 Pacific Ave / Front St	A	xxxxx	0.554	A	xxxxx	0.576	+ 0.022 V/C
# 72 Fries Ave / Harry Bridges Blvd	C	xxxxx	0.738	F	xxxxx	1.032	+ 0.293 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.535	B	xxxxx	0.608	+ 0.073 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.595	B	xxxxx	0.610	+ 0.015 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.438	A	xxxxx	0.453	+ 0.015 V/C
# 94 Santa Fe Ave / Anaheim St	B	xxxxx	0.646	B	xxxxx	0.667	+ 0.020 V/C
#110 John S. Gibson / Channel Stree	D	xxxxx	0.852	D	xxxxx	0.869	+ 0.018 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.598	D	xxxxx	0.869	+ 0.272 V/C
#212 Navy Way / Seaside	E	xxxxx	0.958	F	xxxxx	1.081	+ 0.123 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): 0.833
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	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	292	25		50	225	23	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	81	112	47		45	108	201		205	879	101		67	763	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	879	101		67	763	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	112	47		45	108	201		205	879	101		67	763	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		4.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	81	112	47		45	108	201		821	879	101		266	763	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		0.72	1.17	0.11		0.20	1.72	0.08	
Final Sat.:	1009	1400	591		381	1119	1500		1082	1750	168		295	2576	129	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.08		0.12	0.10	0.13		0.19	0.50	0.60		0.23	0.30	0.36	
Crit Vol:	81						201				900		67			
Crit Moves:	****						****				****		****			

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.078
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 1	1	0	2	0 1	1	0	2	0 1	2	0	1	1 0
Volume Module:																
Base Vol:	12	446	714		19	334	215		137	1104	25		501	1332	54	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	13	491	786		21	368	237		151	1215	28		551	1466	59	
Added Vol:	1	236	63		0	193	0		0	32	10		64	20	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	727	849		21	561	237		151	1247	38		615	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	727	849		21	561	237		151	1247	38		615	1486	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	727	849		21	561	237		151	1247	38		615	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	727	934		21	561	237		151	1247	38		677	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	1.31	1.69		1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.92	0.08	
Final Sat.:	1425	1871	2404		1425	2850	1425		1425	2850	1425		2850	2740	110	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.39	0.39		0.01	0.20	0.17		0.11	0.44	0.03		0.24	0.54	0.54	
Crit Vol:			553		21					623			338			
Crit Moves:			****		****					****			****			

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.154
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 1	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	604	436	63	152	140	46	26	1738	280	63	1419	147
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	665	480	69	167	154	51	29	1912	308	69	1561	162
Added Vol:	0	0	0	0	0	0	0	95	0	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	665	480	69	167	154	51	29	2007	308	69	1645	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	665	480	69	167	154	51	29	2007	0	69	1645	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	665	480	69	167	154	51	29	2007	0	69	1645	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	731	480	69	167	154	51	29	2007	0	69	1645	162
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.81	1.19	1.00	1.00	2.26	0.74	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2581	1694	1425	1425	3218	1057	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.05	0.12	0.05	0.05	0.02	0.70	0.00	0.05	0.58	0.11
Crit Vol:	404			167			1004			69		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 0	0	0 1	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	1098	460	0	0	352	10	0	0	0	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	1208	506	0	0	387	11	0	0	0	0	0	0
Added Vol:	157	10	0	0	90	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1365	516	0	0	477	11	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1365	516	0	0	477	11	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1365	516	0	0	477	11	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1502	516	0	0	477	11	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.95	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3000	3000	0	0	2932	68	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.50	0.17	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	751				244		0				0	
Crit Moves:	****				****							

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec):	100	Critical Vol./Cap.(X):	1.265
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1 0	1	1 0	0 1	0	0 2	0 1	0	1 0
Volume Module:												
Base Vol:	612	1374	30	14	294	72	112	66	1718	52	48	66
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	673	1512	33	15	324	79	123	73	1890	57	53	73
Added Vol:	251	167	0	0	25	65	0	0	446	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	924	1679	33	15	349	144	123	73	2336	57	53	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	924	1679	33	15	349	144	123	73	2336	57	53	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	924	1679	33	15	349	144	123	73	2336	57	53	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	1017	1679	33	15	349	144	123	73	2570	57	53	73
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.96	0.04	1.00	1.41	0.59	0.63	0.37	2.00	0.63	0.58	0.79
Final Sat.:	2750	2697	53	1375	1945	805	865	510	2750	861	795	1093
Capacity Analysis Module:												
Vol/Sat:	0.37	0.62	0.62	0.01	0.18	0.18	0.14	0.14	0.93	0.07	0.07	0.07
Crit Vol:			856	15					1285		91	
Crit Moves:			****	****					****		****	

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	2 0	1	1 0	0 1	0	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	453	466	14	86	718	20	14	6	14	20	238	193
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	498	513	15	95	790	22	15	7	15	22	262	212
Added Vol:	66	24	13	262	40	0	0	51	0	28	197	153
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	537	28	357	830	22	15	58	15	50	459	365
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	357	830	22	15	58	15	50	459	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	537	28	357	830	22	15	58	15	50	459	365
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	392	830	22	31	58	15	50	459	365
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.95	0.05	0.21	0.79	1.00	1.00	1.11	0.89
Final Sat.:	2850	2850	1425	2850	2776	74	301	1124	1425	1425	1587	1263
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.02	0.14	0.30	0.30	0.05	0.05	0.01	0.04	0.29	0.29
Crit Vol:	310					426	15					412
Crit Moves:	****					****	****					****

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Permitted				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0 1	1	0	1	1 0	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	104	148	655		0	109	118		162	391	108		581	532	41	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	114	163	721		0	120	130		178	430	119		639	585	45	
Added Vol:	0	13	163		1	15	27		19	102	150		138	133	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	114	176	884		1	135	157		197	532	269		777	718	47	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	114	176	0		1	135	157		197	532	0		777	718	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	176	0		1	135	157		197	532	0		777	718	47	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.10	1.00	1.00	
Final Vol.:	126	176	0		1	135	157		197	532	0		855	718	47	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2850	2850	1425		1425	1425	1425		1425	2850	1425		2850	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.06	0.00		0.00	0.09	0.11		0.14	0.19	0.00		0.30	0.25	0.03	
Crit Vol:	63						157			266			428			
Crit Moves:	****						****			****			****			

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
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:	Permitted				Protected				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	509	0	20		0	0	0		0	234	724		10	418	0	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	560	0	22		0	0	0		0	257	797		11	460	0	
Added Vol:	26	0	0		0	0	0		0	31	35		0	10	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	586	0	22		0	0	0		0	288	832		11	470	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	586	0	22		0	0	0		0	288	832		11	470	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	586	0	22		0	0	0		0	288	832		11	470	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	586	0	22		0	0	0		0	288	832		11	470	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1425	0	1425		0	0	0		0	2850	1425		1425	2850	0	
Capacity Analysis Module:																
Vol/Sat:	0.41	0.00	0.02		0.00	0.00	0.00		0.00	0.10	0.58		0.01	0.16	0.00	
Crit Vol:	586					0				0				235		
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): 1.032
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	431	36	311	11	15	43	56	616	171	83	524	8
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	474	40	342	12	17	47	62	678	188	91	577	9
Added Vol:	81	0	100	0	0	0	0	261	59	73	195	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	555	40	442	12	17	47	62	939	247	164	772	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	939	247	164	772	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	555	40	442	12	17	47	62	939	247	164	772	9
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	4.00	1.00	1.00	6.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	555	40	442	24	17	47	246	939	247	986	772	9
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.15	0.85	0.38	0.62	1.00	0.12	1.54	0.34	1.00	0.99	0.01
Final Sat.:	1500	221	1279	569	931	1500	174	2308	518	1500	1485	15
Capacity Analysis Module:												
Vol/Sat:	0.37	0.18	0.35	0.02	0.02	0.03	0.35	0.41	0.48	0.11	0.52	0.59
Crit Vol:	555					47	62					883
Crit Moves:	****					****	****					****

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	34	43	895	0	0	1043	4
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	3	0	37	47	985	0	0	1148	4
Added Vol:	0	0	0	0	0	0	0	320	0	0	277	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	37	47	1305	0	0	1425	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	37	47	1305	0	0	1425	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	37	47	1305	0	0	1425	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	6.00	1.00	1.00	6.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	3	0	37	284	1305	0	0	1425	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.16	0.84	1.00	0.51	1.49	0.00	0.00	1.99	0.01
Final Sat.:	0	3000	0	243	1257	1500	763	2237	0	0	2991	9
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.06	0.58	0.00	0.00	0.48	0.48
Crit Vol:	0					37		875		0		
Crit Moves:						****		****		****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	1	0	1!	0 0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	19	2	30	116	4	161	91	630	30	21	621	6				
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10				
Initial Bse:	21	2	33	128	4	177	100	693	33	23	683	7				
Added Vol:	0	0	0	0	0	0	0	43	0	0	32	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	21	2	33	128	4	177	100	736	33	23	715	7				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	21	2	33	128	4	177	100	736	33	23	715	7				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	21	2	33	128	4	177	100	736	33	23	715	7				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	21	2	33	140	4	177	100	736	33	23	715	7				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.37	0.04	0.59	1.00	0.01	0.99	1.00	1.91	0.09	1.00	2.97	0.03				
Final Sat.:	531	56	838	1425	14	1411	1425	2728	122	1425	4236	39				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04	0.10	0.31	0.13	0.07	0.27	0.27	0.02	0.17	0.17				
Crit Vol:	21				440			385		23						
Crit Moves:	****				****			****		****						

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	46	1	85	16	0	5	5	703	49	89	559	3				
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10				
Initial Bse:	51	1	94	18	0	6	6	774	54	98	615	3				
Added Vol:	0	0	0	0	0	0	0	43	0	0	32	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	51	1	94	18	0	6	6	817	54	98	647	3				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	51	1	94	18	0	6	6	817	54	98	647	3				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	51	1	94	18	0	6	6	817	54	98	647	3				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	51	1	94	18	0	6	6	817	54	98	647	3				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.01	0.99	1.00	0.00	1.00	1.00	1.88	0.12	1.00	2.98	0.02				
Final Sat.:	1425	17	1408	1425	0	1425	1425	2673	177	1425	4253	22				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.07	0.07	0.01	0.00	0.00	0.00	0.31	0.31	0.07	0.15	0.15				
Crit Vol:			95	18				435		98						
Crit Moves:			****	****				****		****						

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	60	186	70		260	210	101		98	1063	24		44	965	249	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	66	205	77		286	231	111		108	1170	26		48	1062	274	
Added Vol:	0	0	0		0	0	0		0	95	0		0	84	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	66	205	77		286	231	111		108	1265	26		48	1146	274	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	66	205	77		286	231	111		108	1265	26		48	1146	274	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	66	205	77		286	231	111		108	1265	26		48	1146	274	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	66	205	77		286	231	111		108	1265	26		48	1146	274	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.45	0.55		1.00	1.35	0.65		1.00	2.94	0.06		1.00	3.00	1.00	
Final Sat.:	1375	1998	752		1375	1857	893		1375	4041	84		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.10	0.10		0.21	0.12	0.12		0.08	0.31	0.31		0.04	0.28	0.20	
Crit Vol:			141		286				108					382		
Crit Moves:			****		****				****					****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	434	584	0		0	404	299		560	0	449		0	0	0	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	478	643	0		0	445	329		616	0	494		0	0	0	
Added Vol:	0	36	0		0	66	1		66	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	478	679	0		0	511	330		682	0	494		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	478	679	0		0	511	330		682	0	494		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	478	679	0		0	511	330		682	0	494		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.10		1.00	1.00	1.00	
Final Vol.:	478	679	0		0	511	330		750	0	543		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.74	0.00	1.26		0.00	0.00	0.00	
Final Sat.:	1425	2850	0		0	2850	1425		2479	0	1796		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.34	0.24	0.00		0.00	0.18	0.23		0.30	0.00	0.30		0.00	0.00	0.00	
Crit Vol:	478						330		431					0		
Crit Moves:	****						****		****							

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	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	341	0		0	292	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	9	134		8	4	74		177	1122	0		40	655	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	1122	0		40	655	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	9	134		8	4	74		177	1122	0		40	655	43	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		6.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	9	134		8	4	74		709	1122	0		238	655	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	1.00	0.00		0.15	1.76	0.09	
Final Sat.:	23	1477	1500		269	1231	1500		1500	1500	0		220	2642	138	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.01	0.09		0.03	0.00	0.05		0.12	0.75	0.00		0.18	0.25	0.31	
Crit Vol:			134		8					1122			40			
Crit Moves:			****		****					****			****			

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Proposed Project

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 1.081
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	242	0	1471		0	0	0		0	3225	161		59	2989	0	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	266	0	1619		0	0	0		0	3549	177		65	3289	0	
Added Vol:	0	0	0		0	0	0		0	526	0		0	551	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	266	0	1619		0	0	0		0	4075	177		65	3840	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	4075	177		65	3840	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	266	0	0		0	0	0		0	4075	177		65	3840	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	293	0	0		0	0	0		0	4075	177		71	3840	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.00		0.00	0.00	0.00		0.00	0.95	0.12		0.03	0.90	0.00	
Crit Vol:	146						0			1358			36			
Crit Moves:	****									****			****			