

SECOND AMENDMENT TO
PERMIT NO. 881
TRAPAC, INC.

Permit No. 881 granted to TRAPAC, INC. is hereby amended a second time as follows:

1. The provisions of Section 3.1 hereby are amended by deleting the Exhibit "B" attached to Permit No. 881, as amended ("Permit"), on the Effective Date, and replacing it with the document attached hereto as Attachment 1, which from and after the effective date of this Second Amendment shall constitute Exhibit "B" of the Agreement.

2. The effective date of this Second Amendment shall be upon execution by the Executive Director and Board Secretary after approval of the City Council of the Resolution approving this Amendment.

Except as amended herein, all remaining terms and conditions of Permit No. 881, as amended, shall remain the same.

IN WITNESS WHEREOF, the parties hereto have executed this Second Amendment to Permit No. 881 on the date to the left of their signatures.

THE CITY OF LOS ANGELES, by its
Board of Harbor Commissioners

Dated: _____

By _____
Executive Director

Attest _____
Board Secretary

TRAPAC, INC.

Dated: _____

By _____

(Type/Print Name and Title)

Attest _____

(Type/Print Name and Title)

APPROVED AS TO FORM
_____, 2013
MICHAEL N. FEUER, City Attorney

By _____
STEVEN Y. OTERA, Deputy

BERTHS136-147 TRAPAC CONTAINER TERMINAL EXHIBIT B

Proposed Terminal

The proposed terminal will include a combination of existing improvements that will not be changed, existing improvements that will be upgraded or demolished, and new improvements that will be constructed.

Proposed Improvements

The proposed B136-147 TraPac Container Terminal Improvements consist of multiple projects to expand the container terminal by approximately 50 acres (from a current size of 176 acres to approximately 226 acres total). Improvements include the construction of approximately 705 feet of new wharf and upgrade approximately 1,022 feet of existing wharf at Berths 145-147; Alternative Maritime Power (AMP); construction of an intermodal container transfer facility (ICTF); construction of a new main gate, Pier A Street gate, and administration building; construction of a yard operations building, crane maintenance building, longshore toilet, and trucker restroom buildings; and construction and redevelopment of backland. The proposed improvements will provide for automated operations in the terminal backland and ICTF areas. This exhibit defines the basic parameters and terminal facilities, final location of facilities will be determined during terminal planning in conjunction with the final design, and encompasses "Existing Improvements," "New Improvements," and "Completion Improvements," all of which comprise "City's Improvements," as those terms are defined in Permit No. 881. City owns such "City's Improvements,".

Container Terminal

***1 WHARF**

A Berths 136-139

A1 Berths 136-139 - Existing to Remain – (EXISTING)

- 1) Wharf Specifications: A concrete pile-supported wharf totaling approximately 2,030 linear feet. Berth depth is a minimum of -45 feet mean-lower-low-water (-45 MLLW).
- 2) Crane Loads: Gantry crane rails for 100-foot gauge cranes. Structural supports for the cranes are designed to accommodate gantry crane operating wheel loads equivalent to 28,000 pounds per foot on the landside and 34,000 pounds per foot waterside crane rails. This loading includes impact.
- 3) Wharf Loads: The wharf is designed for a uniform load of 1,000 pounds per square foot.
- 4) Electric Power System: is designed for bus bars in power trench for power adequate for the operation of 6 to 8 gantry cranes.

- 5) Ship Services: Standard ship services at the wharf include telephone and water hook-up facilities at each berth.
- A2 Berths 136-139
- 1) AMP System (New): will be designed to provide shore to ship electrical connection facility. AMP connection voltage will be 6.6kv, 3 phase, 60Hz.
- B Berths 144 -147
- B1a Berth 144 - Existing to Remain – (EXISTING)
- 1) Wharf Specifications: A concrete pile-supported wharf totaling approximately 874 linear feet. Bottom depth of the approach channel and berth is a minimum of -53 feet mean-lower-low-water (-53 MLLW). The fender system for ship berthing is designed for an 186,000 long ton vessel berthing at a 6 degree approach angle parallel to the wharf.
 - 2) Crane Loads: Gantry crane rails for 100-foot gauge cranes. Structural supports for the cranes are designed to accommodate gantry crane operating wheel loads equivalent to 50,000 pounds per foot on the landside and waterside crane rails. This loading includes impact.
 - 3) Wharf Loads: The wharf is designed for a uniform load of 1,000 pounds per square foot.
 - 4) Electric Power System: is designed for bus bars in power trench for power adequate for the operation of 4 gantry cranes.
 - 5) Ship Services: Standard ship services at the wharf include telephone and water hook-up facilities at each berth.
- B1b Berth 144
- 1) AMP System (New): will be designed to provide shore to ship electrical connection facility. AMP connection voltage will be 6.6kv, 3 phase, 60Hz.
- B2a Berths 145-146 - Existing to be Upgraded
- 1) Wharf Specifications: A concrete pile-supported wharf totaling approximately 1,292 linear feet (1,022 to be upgraded per section B2b and 270 to be demolished). Bottom depth of the approach channel and berth is a minimum of -45 feet mean-lower-low-water (-45 MLLW).
 - 2) Crane Loads: Gantry crane rails for 50-foot gauge cranes.
 - 3) Wharf Loads: The wharf is designed for a uniform load of 1,000 pounds per square foot.
- B2b Berths 145-146 (Upgrade)
- 1) Wharf Specifications: A concrete pile-supported wharf totaling approximately 1,022 linear feet. Bottom depth of the approach channel and berth is a minimum of -53 feet mean-lower-low-water (-53 MLLW). The fender system for ship berthing is

designed for a 186,000 long ton vessel berthing at a 6 degree approach angle parallel to the wharf.

- 2) Crane Loads: Gantry crane rails for 100-foot gauge cranes. Structural supports for the cranes are designed to accommodate gantry crane operating wheel loads equivalent to 50,000 pounds per foot on the landside and waterside crane rails. This loading includes impact.
- 3) Wharf Loads: The wharf is designed for a uniform load of 1,000 pounds per square foot.
- 4) Electric Power System: is designed for bus bars in power trench for power adequate for the operation of gantry cranes.
- 5) Ship Services: Standard ship services at the wharf include telephone and water hook-up facilities at each berth.
- 6) AMP System (New for Berths 144-147): will be designed to provide shore to ship electrical connection facility. AMP connection voltage will be 6.6kv, 3 phase, 60Hz.

B3a Berth 147 (New)

- 1) Wharf Specifications: A concrete pile-supported wharf totaling approximately 705 linear feet (for a total of 2,600 linear feet at Berths 144-147). Bottom depth of the approach channel and berth is a minimum of -53 feet mean-lower-low-water (-53 MLLW). The fender system for ship berthing is designed for a 186,000 long ton vessel berthing at a 6 degree approach angle parallel to the wharf.
- 2) Crane Loads: Gantry crane rails for 100-foot gauge cranes. Structural supports for the cranes are designed to accommodate gantry crane operating wheel loads equivalent to 50,000 pounds per foot on the landside and waterside crane rails. This loading includes impact.
- 3) Wharf Loads: The wharf is designed for a uniform load of 1,000 pounds per square foot.
- 4) Electric Power System: is designed for bus bars in power trench for power adequate for the operation of gantry cranes, Electrical power will be provided for 6 to 8 cranes for the total B144-147 wharf of 2,600 linear feet.
- 5) Ship Services: Standard ship services at the wharf include telephone and water hook-up facilities at each berth.
- 6) Alternative Maritime Power (AMP) System (New for Berths 144-147): will be designed to provide shore to ship electrical connection facility. AMP connection voltage will be 6.6kv, 3 phase, 60Hz.

2 PAVEMENT SYSTEM

- A Container Yard Paving,
 - i Berths 136-139 - Existing to Remain – (EXISTING)
 - ii Berths 142-147 - Existing to be replaced – (NEW): At its discretion, the Harbor Department will provide Asphalt concrete or Portland Cement Concrete over crushed miscellaneous base and compacted subgrade at design slopes between 0.0% and 1.0%. Pavement is designed for loading for two wheels of 125,000 pounds (which includes 25% impact) spaced at 13 feet on-center with a wheel print of 4.95 square feet to support Caterpillar V925 type top-pick container handling equipment operating with a 40 long ton (LT) load and four high stacking of normally loaded containers.

- B Rail Yard Pavement (NEW): Asphalt concrete over crushed miscellaneous base and compacted subgrade at design slopes between 0.5% and 1.0%. Pavement is designed for loading for two wheels of 125,000 pounds (which includes 25% impact) spaced at 13 feet on-center with a wheel print of 4.95 square feet to support Caterpillar V925 type top-pick container handling equipment operating with a 40 long ton (LT) load and four high stacking of normally loaded containers.

- C Gate Complex Pavement (NEW): Concrete pavement over crushed miscellaneous base and compacted subgrade at 2% maximum slopes. High use truck areas designed to support traffic for trucks handling 40 LT containers with total loads matching the maximum legal limit on public roadways or AASHTO HS20-44.

- D Vehicle Parking Area Pavement: Asphalt concrete over crushed miscellaneous base and compacted subgrade at maximum design slope of 2%. Pavement designed to support private automobile and light truck traffic. This standard is used for existing improvements and will be used for new improvements, as applicable.

*3 GATE COMPLEX

- A Main Gate
 - A1 Main Gate - Existing to be Demolished
 - 1) 8 inbound and 3 outbound lanes, with a delivery gate/lane
 - 2) truck scales
 - 3) 1 guard booth @ entrance, 4 @ main gate
 - 4) Customs Inspection Area
 - 5) Concrete pedestals for cameras and communications
 - 6) Camera T-poles
 - 7) Optical Character Recognition (OCR) structure

- 8) Radiation Portal Monitor (RPM) structure
- 9) Equipment provided by the tenant

- A2 Main Gate (NEW)
 - 1) Approximately 10 inbound, 2 bi-directional, and 7 outbound lanes
 - 2) 8 truck scales
 - 3) 1 guard booth
 - 4) Customs Inspection Area
 - 5) Canopy structures
 - 6) Concrete pedestals for communications and cameras
 - 7) Camera T-poles
 - 8) Optical Character Recognition (OCR) structure
 - 9) Prefabricated storage units
 - 10) Radiation Portal Monitor (RPM) structure (including conduit and pedestals)
 - 11) Equipment will not be provided by City. (i.e. cameras, RPM equipment, AEI equipment, PA, telecommunication, and all other terminal equipment)

B Water Street Out-Gate - Existing to be Demolished

- 1) 7 lanes
- 2) 1 guard booth

C Pier A Street In-Gate

C1 Pier A Street In-Gate - Existing to be Demolished

- 1) 7 lanes
- 2) 3 truck scales

C2 Pier A Street Gate (NEW)

- 1) 1 in-bound, (to 4 lanes at the scales), and 1 out-bound lanes
- 2) 1 guard booth
- 3) 4 truck scales

4 TERMINAL BUILDINGS AND STRUCTURES

- A1 Administration Building - Existing to be Demolished - Approximately 26,000 square foot, 4-story office building.
- A2 Administration Building (NEW): an approximately 20,000 square foot, 4-story, LEED certified office building, including solar power, solar photovoltaic systems, carpet, paint, HVAC, mechanical, plumbing, electrical, lighting, landscaping, and irrigation. (NEW)
- B Maintenance and Repair Facility: Existing to remain (EXISTING). Approximately 28,000 square foot, 1-story repair shop and 2-story offices and parts room, including an approx. 10,000 square foot roadability station.

- C Office Building @ Water Street Gate is approximately 1,500 square foot, 1-story office trailer. Existing to be demolished.
- D Marine Building @ B137 - Existing to remain- (EXISTING): Approximately 4,600 square foot, 1-story building.
- E Crane Maintenance Building @ B142 (NEW): approximately 5,000-square foot, 1-story maintenance and office building, including restroom.
- F Driver Service Building (New, 2 total) (NEW): be approximately 1,000 square foot, 1-story building, including restroom.
- G Longshore Toilet @ B142 is approximately 470 square foot, 1-story building. Existing to be demolished.
- H Longshore Toilet @ B146 is approximately 1,400 square foot, 1-story building. Existing to be demolished.
- I Yard Operations Building (NEW): an approximately 5,700 square foot, 1-story office building, including restroom.
- J Pedestrian Bridge and at-grade crossing, (NEW): will provide pedestrian access from terminal labor parking to the terminal, over existing railroad tracks.
- M Tenant Provided Items and Equipment: office cubicles, office equipment, furniture, bridge cranes, shop equipment, security, and all other related items.

5 EQUIPMENT AND VEHICLE PARKING

- A Administration Building: parking spaces, in compliance with City of Los Angeles Department of Building and Safety, will be provided for the administration building employees and visitors, including lighting, landscaping, and irrigation. This standard is used for existing improvements and will be used for new improvements, as applicable.
- B Terminal Labor: up to 400 parking spaces will be provided for terminal labor, including lighting, landscaping, and irrigation. This standard is used for existing improvements and will be used for new improvements, as applicable.
- C Equipment Parking: for marine and container yard equipment will be provided, location shall be per tenant input.

*6 ICTF (NEW)

- A 2 sets of 4 working tracks (each track with 8 cars @ 309')
- B 136 lb. continuously welded rail trackage
- C Compressed air system
- D Electric switches
- E "Blue flag" protection
- F Train-In-Motion System (TIMs)
- G Rail Mounted Gantry (RMG) infrastructure including electrical power, crane rail foundation, with communications and control conduits to Yards Ops building, and safety fencing as depicted on Exhibit B drawing titled "B142-B147 ASC 8 AND 10 Wide STACKS-PLAN-ALT K"
- H Grounded buffer stacks

- I Container yard pavement (refer to Pavement System)
- J Fire protection system (refer to Utilities)
- K Lighting designed to container yard lighting standards (refer to Utilities)
- L Storage tracks will be provided as part of the Rearberth 200 Railyard project.

7 UTILITIES

- A Water and Fire Protection System: is designed in compliance with latest editions of the Los Angeles City Plumbing Code and Los Angeles City Fire Code. The fire protection system is designed for three adjacent hydrants flowing simultaneously at the same time with a minimum combined flow of 4,500 gallons per minute at 20 pounds per square inch. This standard is used for existing improvements and will be used for new improvements, as applicable.
- B Drainage System: will include a hydrological study and hydraulic calculations. The design frequency is 10 year rainfall frequency
 - 1) Standard Urban Stormwater Mitigation Plan (SUSMP) (New @ B142-147): will be implemented.
 This standard is used for existing improvements and will be used for new improvements, as applicable.
- C Sanitary Sewer System: is designed with gravity and force main piping to handle flow from all buildings, in compliance with City of Los Angeles Department of Public Works. This standard is used for existing improvements and will be used for new improvements, as applicable.
- D Power Distribution System: Main electrical service to the terminal will be 34.5 Kilo Volts with on-site transformers and underground conduit to buildings, container yard, and light poles. AMP service and crane power system, including transformers and underground conduit will be separate from yard and building systems.
- E Container yard lighting as required: is designed with 100 foot high mast poles (HMP) in a grid pattern to provide an average lighting level of 5 foot-candles at the pavement surface. This standard is used for existing improvements and will be used for new improvements, as applicable.
- F Irrigation System: will be provided for landscaping for buildings and personal owned vehicle (POV) parking. This standard is used for existing improvements and will be used for new improvements, as applicable.
- G Communication Infrastructure: will provide communication conduits between buildings, light poles, and other nodes in support of "B142-B147 ASC 8 AND 10 Wide STACKS-PLAN-ALT K". The wiring, fiber optics, and equipment will be provided by the tenant. This standard is used for existing improvements and will be used for new improvements, as applicable.

8 FENCING

- A Security Fencing: around the perimeter of the leased area will be 8 feet high (5'-4" chain link fence on k-rail) with 1 foot barbed wire extension on top. This standard is used for existing improvements and will be used for new improvements, as applicable.
- B Internal fencing within the leased area will be up to 8 feet high chain link fence, or variable height chain link fence on K-rail. This standard is used for existing improvements and will be used for new improvements, as applicable.

9 REEFERS

- A Rearberth 136 - Existing to remain – (EXISTING): approximately 458 reefer plugs.
- B Rearberths 144-147 (NEW): approximately 210 stacked reefer plugs in the Automated Stacking Crane (ASC) stacking area.

10 SIGNAGE, STRIPING, AND WHEEL STOPS

- A Signage: Standard terminal signage will be provided. This standard is used for existing improvements and will be used for new improvements, as applicable.
- B Striping: is designed to Cal-Trans standard traffic paint. Paint will be highly reflective. Striping shall be per tenant input.
 - 1) Wharf striping shall be thermoplastic.
 - 2) Terminal yard and parking striping shall be conventional traffic paint.This standard is used for existing improvements and will be used for new improvements, as applicable.
- C Wheels Stops: Anchored wheel stops will be provided within the wheeled container yard and POV parking, as required. This standard is used for existing improvements and will be used for new improvements, as applicable.

***11 AUTOMATED STACKING CRANE (ASC) INFRASTRUCTURE (NEW)**

- A Berths 142-147 (NEW): Approximately 20,000 lineal feet of ASC runway, including all necessary electrical infrastructure to provide power to the cranes, communications and control conduits to the Yards Ops building and safety fencing as depicted on Exhibit B drawing titled "B142-B147 ASC 8 AND 10 Wide STACKS-PLAN-ALT K"
- C Tenant provided items and equipment: ASC's and shuttle carriers , and all other necessary equipment, communication and control systems wiring and fiber optics, and guidance systems to operate the ASC system.

PUBLIC IMPROVEMENTS

- *12. Grade Separation in South Wilmington to carry vehicular traffic over railroad tracks to Port terminals.
- 13. Rear berth 200 Rail Yard will relocate the Pier A rail yard, including yard site development and tracks, yard office building and diesel engine service facility, storage tracks, and mainline track improvements.

Delivery of Phases

The improvements shall be constructed in phases designed to meet the requirements for maintaining existing terminal operations and coordinating with Public Improvement projects, and will therefore have a number of different delivery times. Improvements other than items 1, 3.A2, 4.A2, 6 and 12 listed above may be delivered in components and on an ongoing basis during City's delivery of Phases I, II and III. In any event, delivery of all improvements set forth above shall occur no later than City's delivery of Phase III.

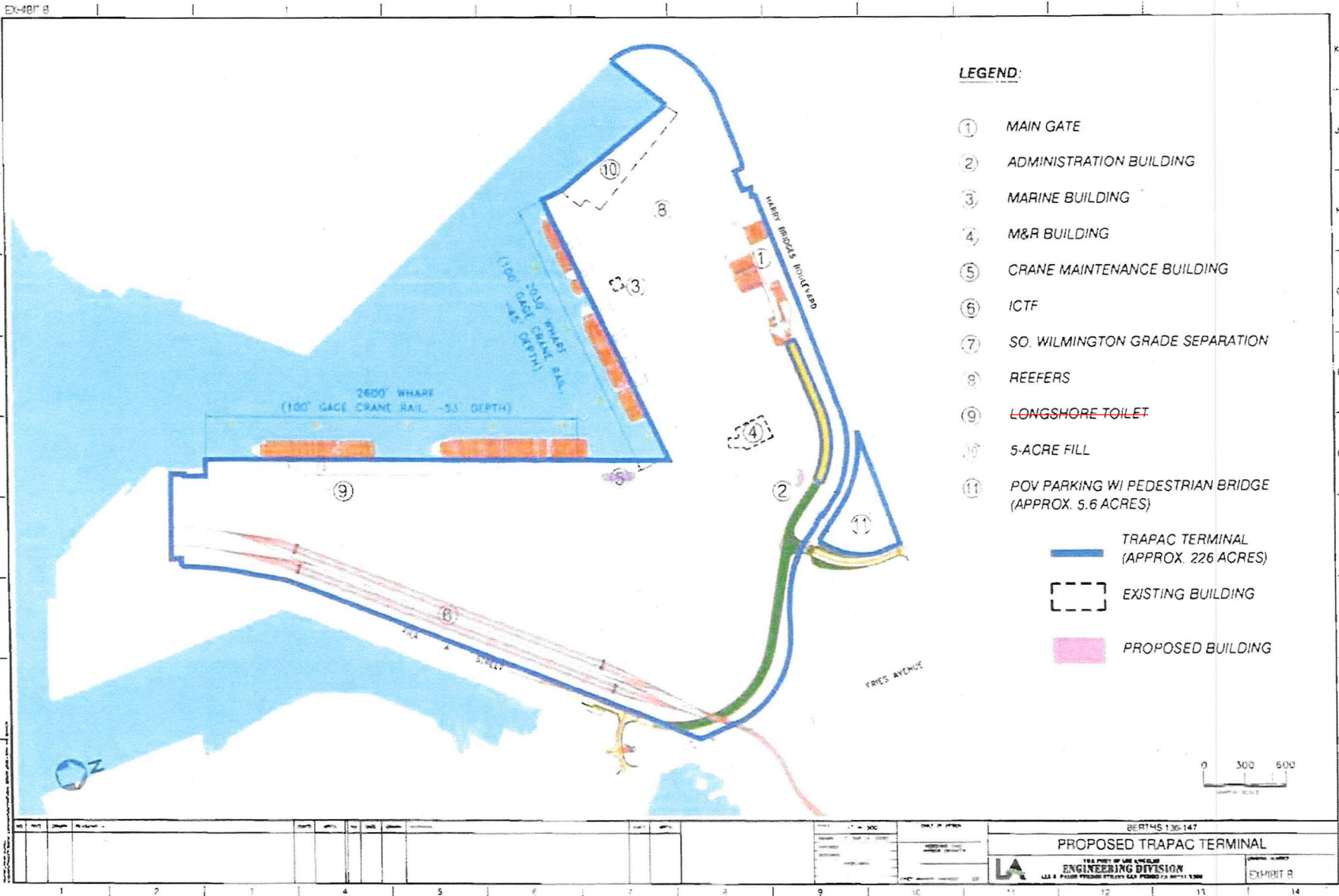
Phase I: Consists of Item 1 Wharf

Phase II: Consists of Item 3.A2 Main Gate Complex, Item 4.A2 Administration Bldg., and Part 12 Grade Separation

Phase III: Consists of Item 11 Automated Stacking Crane (ASC) Infrastructure

Notes:

- 1) *Indicates items that qualify for "Substantial Completion"





B142 - B147 ASC 8 AND 10 WIDE STACKS - PLAN - ALT K

1" = 150'

0' 150' 300' 450'
SCALE: 1" = 150' FULL SIZE
1" = 300' HALF SIZE

KEYNOTES

- (1) 100' GAUGE WHARF CRANES, TYP
- (2) CONTAINER SHIP (17 WIDE), TYP
- (3) BOMB CART TRAVEL LANES
- (4) HATCH COVER LAYDOWN AREA
- (5) TURN AROUND AREA
- (6) HIGH MAST LIGHT POLE W/FIRE HYDRANT, TYP.
- (7) 2 WHARF LOAD LANES
- (8) 2 SHUTTLE CARRIER TRAVEL LANES
- (9) SHUTTLE CARRIER, TYP
- (10) NEW ELECTRICAL TRANSFORMER
- (11) EXISTING ELECTRICAL SUBSTATIONS
- (12) NEW ELECTRICAL SUBSTATIONS
- (13) 84' GAUGE ASC - 2 PER RUN, TYP
- (14) GROUNDED ASC CONTAINER STACKS - 8 WIDE, TYP
- (15) ASC RAILS W/ STOPS AT BOTH ENDS, TYP 41,528± LF TOTAL
- (16) ASC POWER CABLE TRENCH, TYP 20,764± LF TOTAL
- (17) ASC / SHUTTLE CARRIER TRANSFER AREA, 4 PER RUN, TYP
- (18) STREET TRUCK TRANSFER AREA, 5 SLOTS PER RUN, TYP
- (19) ELECTRICAL AND FIRE SERVICE AISLE, TYP
- (20) ASC IN MAINTENANCE POSITION
- (21) SAFETY FENCE AT PERIMETER OF AUTOMATED OPERATIONS
- (22) STREET TRUCK MANEUVERING AND TRAVEL AREA
- (23) 9 ASC YARD QUEUE LANES W/ PEDESTALS
- (24) SHUTTLE CARRIER ACCELERATION / DECELERATION LANE
- (25) MARINE OPERATIONS BUILDING / CRANE MAINTENANCE BUILDING
- (26) SHUTTLE CARRIER PARKING - 22 SPOTS
- (27) EXISTING MAINTENANCE AND REPAIR AND ROADABILITY FACILITY
- (28) YARD OPERATIONS BUILDING
- (29) EQUIPMENT PARKING
- (30) SHUTTLE CARRIER BUFFER AREA
- (31) GRADE SEPARATION
- (32) MAINTENANCE ACCESS (FORMER DETOUR ROAD)
- (33) AT-GRADE RAIL CROSSING
- (34) FUEL STATION
- (35) SHUTTLE CARRIER TEST AREA
- (36) 2 LANE ASC QUEUE ACCESS
- (37) SCANNING AREA W/ CONTAINERS MOUNTED ON SERVICE PLATFORMS (44'-0")
- (38) MOBILE SCANNER
- (39) PIER "A" RAIL YARD
- (40) 8 - WORKING TRACKS
- (41) 8 - 305 CARS PER TRACK
- (42) 2,440' WORKING LENGTH EACH
- (43) 19,500' WORKING LENGTH TOTAL
- (44) 2 - 123' GAUGE DOUBLE-CANTILEVER RMG STRADDLE CARRIER / RMG TRANSFER AREA, 122 SLOTS
- (45) 2 - 123' GAUGE DOUBLE-CANTILEVER RMG STRADDLE CARRIER / RMG TRANSFER AREA, 122 SLOTS
- (46) 2 - 123' GAUGE DOUBLE-CANTILEVER RMG STRADDLE CARRIER / RMG TRANSFER AREA, 122 SLOTS
- (47) 2 - 123' GAUGE DOUBLE-CANTILEVER RMG STRADDLE CARRIER / RMG TRANSFER AREA, 122 SLOTS
- (48) 2 - 123' GAUGE DOUBLE-CANTILEVER RMG STRADDLE CARRIER / RMG TRANSFER AREA, 122 SLOTS
- (49) 2 - 123' GAUGE DOUBLE-CANTILEVER RMG STRADDLE CARRIER / RMG TRANSFER AREA, 122 SLOTS
- (50) ENTRY INSPECTION GATE
- (51) 4 LANES
- (52) 4 SCALES
- (53) SIGNS AND OCR CAMERAS MOUNTED ON CANOPIES
- (54) CHASSIS CAMERA PEDESTALS
- (55) COMMUNICATION PEDESTALS
- (56) TWO LANE TERMINAL ACCESS ROAD
- (57) PROPOSED SEWER LIFT STATION
- (58) PROPOSED CONTROL PANEL
- (59) ENTRY GUARD BOOTH
- (60) TWC PROCESS
- (61) GATE ARM
- (62) OCR / IDENTIFICATION CAMERAS
- (63) RFID READER

LEGEND

- 53' GROUNDED CONTAINERS - ASC - 288 GROUNDED SLOTS
- GROUNDED BY BUFFER STACKS - 244 TGS
- TERMINAL BOUNDARY
- GROUNDED CONTAINERS - ASC 4,576 TGS
- ASC / SHUTTLE CARRIER TRANSFER AREA - 320 TGS
- STREET TRUCK TRANSFER AREA - 100 SPOTS TOTAL
- GROUNDED REFERERS AT SERVICE PLATFORMS - 160 FGS
- ELEVATED 40' CONTAINERS FOR MOBILE SCANNER - 76 SPOTS
- TOTAL TGS PER ASC RUN
- TOTAL ASC TGS FOR B142 - B147 = 5824
- ENTRY TRAFFIC FLOW
- EXIT TRAFFIC FLOW
- VEHICLE FLOW DIRECTION
- RAIL
- SAFETY FENCE
- CONCRETE BARRIER
- AREA OF AUTOMATED OPERATION
- ELECTRICAL
- 53' GROUNDED CONTAINERS - ASC - 288 GROUNDED SLOTS
- GROUNDED BY BUFFER STACKS - 244 TGS
- BUILDING
- GRADE SEPARATION - RETAINED STRUCTURE
- GRADE SEPARATION - COLUMN SUPPORTED STRUCTURE
- ELECTRICAL
- AREA OF AUTOMATED OPERATION

PRELIMINARY

Sheet Title
B142-B147
ASC 8 AND 10 WIDE
STACKS - PLAN - ALT K
Project Number
60146052
Sheet Number
1 of 1

AUTOMATED CONTAINER YARD PORT OF LOS ANGELES



Drawn By
EAC
Approved By
LJD
Date
11/02/10
Meeting

TRANSPORTATION

AECOM
2101 Webster St., Suite 1900
Oakland, CA 94612
T 510.622.6600 F 510.835.3464

www.aecom.com

Revision	By	Approved	Date