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 Port of Los Angeles  
 China Shipping EIR  
 Year 2015 AM Peak - Proposed Project  
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Scenario Report  
 Scenario: 2015 AM Peak  
 Command: 2015 AM Peak  
 Volume: 2015 AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: 2015 AM Peak  
 Trip Distribution: Distribution  
 Paths: Proposed  
 Routes: Default Routes  
 Configuration: 2015 AM Peak

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

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

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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		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.344	A xxxxx	0.509	+ 0.164 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.573	B xxxxx	0.667	+ 0.095 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.537	A xxxxx	0.585	+ 0.048 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.546	C xxxxx	0.718	+ 0.172 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.236	A xxxxx	0.353	+ 0.117 V/C
#212 Navy Way / Seaside	A xxxxx	0.541	A xxxxx	0.597	+ 0.056 V/C

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

Table for Intersection #21 Avalon Ave / Harry Bridges Blvd. Includes Cycle (sec): 100, Critical Vol./Cap.(X): 0.509, Level Of Service: A. Approach: North Bound, South Bound, East Bound, West Bound. Movement: L-T-R. Control: Permitted Include. Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500. Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00.

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

Table for Intersection #23 Alameda St / Anaheim St. Includes Cycle (sec): 100, Critical Vol./Cap.(X): 0.667, Level Of Service: B. Approach: North Bound, South Bound, East Bound, West Bound. Movement: L-T-R. Control: Permitted Ovl, Permitted Include, Permitted Include, Protected Include. Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425. Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00.

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

Table for Intersection #34 John S. Gibson / I-110 NB Ramps. Includes Cycle (sec): 100, Critical Vol./Cap.(X): 0.585, Level Of Service: A. Approach: North Bound, South Bound, East Bound, West Bound. Control: Protected, Permitted. Saturation Flow Module and Capacity Analysis Module data.

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

Table for Intersection #72 Fries Ave / Harry Bridges Blvd. Includes Cycle (sec): 100, Critical Vol./Cap.(X): 0.718, Level Of Service: C. Approach: North Bound, South Bound, East Bound, West Bound. Control: Permitted. Saturation Flow Module and Capacity Analysis Module data.

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China Shipping EIR
Year 2015 AM Peak - Proposed Project

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

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Cycle (sec), Loss Time (sec), Optimal Cycle, Control Rights, Volume Module, Sat/Lane, and Capacity Analysis Module.

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

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Cycle (sec), Loss Time (sec), Optimal Cycle, Control Rights, Volume Module, Sat/Lane, and Capacity Analysis Module.

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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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 Port of Los Angeles  
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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	37.8
	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		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx 0.337	A	xxxxx 0.527	+ 0.190 V/C
# 23 Alameda St / Anaheim St	B	xxxxx 0.606	B	xxxxx 0.699	+ 0.093 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx 0.472	A	xxxxx 0.587	+ 0.114 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx 0.494	C	xxxxx 0.730	+ 0.236 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx 0.297	A	xxxxx 0.438	+ 0.141 V/C
#212 Navy Way / Seaside	A	xxxxx 0.577	C	xxxxx 0.711	+ 0.134 V/C

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

Table for Intersection #21 Avalon Ave / Harry Bridges Blvd. Includes Cycle (sec): 100, Critical Vol./Cap.(X): 0.527, Level Of Service: A. Approach: North Bound, South Bound, East Bound, West Bound. Control: Permitted Include. 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.

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

Table for Intersection #23 Alameda St / Anaheim St. Includes Cycle (sec): 100, Critical Vol./Cap.(X): 0.699, Level Of Service: B. Approach: North Bound, South Bound, East Bound, West Bound. Control: Permitted Ovl, Permitted Include, Permitted Include, Protected Include. 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.

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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): 0.587
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

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

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

Volume Module:
Base Vol: 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
Reduced 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
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.28 1.50 0.22 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 396 2144 310 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.17 0.16 0.02 0.15 0.24 0.01 0.03 0.04 0.04 0.04 0.17 0.27
Crit Vol: 237 344 12 243
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): 0.730
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

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

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

Volume Module:
Base Vol: 308 26 222 8 11 31 40 440 122 59 374 6
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 370 31 266 10 13 37 48 528 146 71 449 7
Added Vol: 100 0 123 0 0 0 0 326 75 91 240 0
PasserByVol: 0 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
Reduced Vol: 0 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 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 470 31 389 19 13 37 48 854 221 162 689 7

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 0.38 0.62 1.00 1.00 2.00 1.00 1.00 1.98 0.02
Final Sat.: 1500 111 1389 571 929 1500 1500 3000 1500 1500 2969 31

Capacity Analysis Module:
Vol/Sat: 0.31 0.28 0.28 0.02 0.01 0.02 0.03 0.28 0.15 0.11 0.23 0.23
Crit Vol: 470 37 427 162
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control Rights, Volume Module, Sat/Lane, and Capacity Analysis Module.

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Circular 212 Planning Method (Future Volume Alternative)

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Cycle, Loss Time, Optimal Cycle, Control Rights, Volume Module, Sat/Lane, and Capacity Analysis Module.

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 Port of Los Angeles  
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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
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		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx 0.402	A	xxxxx 0.536	+ 0.134 V/C
# 23 Alameda St / Anaheim St	C	xxxxx 0.729	D	xxxxx 0.808	+ 0.079 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx 0.596	B	xxxxx 0.672	+ 0.076 V/C
# 72 Fries Ave / Harry Bridges Blvd	B	xxxxx 0.637	D	xxxxx 0.822	+ 0.185 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx 0.275	A	xxxxx 0.367	+ 0.092 V/C
#212 Navy Way / Seaside	C	xxxxx 0.733	C	xxxxx 0.795	+ 0.063 V/C

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

Table for Intersection #21 Avalon Ave / Harry Bridges Blvd. Includes Cycle (sec): 100, Critical Vol./Cap.(X): 0.536, Level Of Service: A. Approach: North Bound, South Bound, East Bound, West Bound. Movement: L-T-R. Control: Permitted Include. Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500. Final Sat.: 1221 1310 469 391 1109 1500 1500 2798 202 1500 2757 243.

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

Table for Intersection #23 Alameda St / Anaheim St. Includes Cycle (sec): 100, Critical Vol./Cap.(X): 0.808, Level Of Service: D. Approach: North Bound, South Bound, East Bound, West Bound. Movement: L-T-R. Control: Permitted Ovl, Permitted Include, Permitted Include, Protected Include. Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425. Final Sat.: 1425 1939 2336 1425 2850 1425 1425 4275 1425 2850 2760 90.

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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): 0.672
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

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

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

Volume Module:
Base Vol: 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
Reduced 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
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.37 1.44 0.19 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 535 2047 268 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.36 0.17 0.02 0.14 0.19 0.01 0.04 0.04 0.04 0.03 0.10 0.12
Crit Vol: 514 277 20 147
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

Intersection #72 Fries Ave / Harry Bridges Blvd

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

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

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

Volume Module:
Base Vol: 206 20 72 6 14 10 17 292 289 172 300 1
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 288 28 101 8 20 14 24 409 405 241 420 1
Added Vol: 107 0 131 0 0 0 0 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
Reduced 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 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 395 28 232 8 20 14 24 598 482 335 604 1

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

Capacity Analysis Module:
Vol/Sat: 0.26 0.17 0.17 0.01 0.01 0.01 0.02 0.20 0.32 0.22 0.20 0.20
Crit Vol: 395 21 482 335
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
Intersection #128 Broad Ave / Harry Bridges Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.367  
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 1 0 1 0 1 1 0  
-----  
Volume Module:  
Base Vol: 1 7 18 16 5 74 43 226 3 47 344 10  
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40  
Initial Bse: 1 10 25 22 7 104 60 316 4 66 482 14  
Added Vol: 0 0 0 0 0 0 0 295 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 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 1 10 25 22 7 104 60 611 4 66 758 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 1.00 1.99 0.01 1.00 1.96 0.04  
Final Sat.: 115 1385 1500 505 995 1500 1500 2980 20 1500 2946 54  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.02 0.04 0.01 0.07 0.04 0.21 0.21 0.04 0.26 0.26  
Crit Vol: 1 104 60 386  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #212 Navy Way / Seaside  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.795  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 91 Level Of Service: C  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Protected Protected  
Rights: Ignore Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 4 0 1 1 0 3 0 0  
-----  
Volume Module:  
Base Vol: 49 0 530 0 0 0 0 1467 71 106 1260 0  
Growth Adj: 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10  
Initial Bse: 103 0 1113 0 0 0 0 3081 149 223 2646 0  
Added Vol: 0 0 0 0 0 0 0 357 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 4.00 1.00 1.00 3.00 0.00  
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 1425 4275 0  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.00 0.00 0.00 0.00 0.00 0.00 0.60 0.10 0.16 0.69 0.00  
Crit Vol: 51 0 859 223  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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 Port of Los Angeles  
 China Shipping EIR  
 Year 2030 PM Peak - Proposed Project  
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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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 Port of Los Angeles  
 China Shipping EIR  
 Year 2030 PM Peak - Proposed Project  
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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	39.9
	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

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

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

Trip Distribution Report

Percent Of Trips Distribution

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

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

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

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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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 Port of Los Angeles  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.393	A xxxxx	0.555	+ 0.162 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.771	D xxxxx	0.848	+ 0.077 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.525	B xxxxx	0.610	+ 0.085 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.577	C xxxxx	0.766	+ 0.190 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.347	A xxxxx	0.460	+ 0.114 V/C
#212 Navy Way / Seaside	C xxxxx	0.784	E xxxxx	0.913	+ 0.129 V/C

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

Table for Intersection #21 Avalon Ave / Harry Bridges Blvd. Includes Cycle (sec): 100, Critical Vol./Cap.(X): 0.555, Level Of Service: A, and various traffic volume and capacity analysis data.

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

Table for Intersection #23 Alameda St / Anaheim St. Includes Cycle (sec): 100, Critical Vol./Cap.(X): 0.848, Level Of Service: D, and various traffic volume and capacity analysis data.

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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): 0.610
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: Protected Protected Permitted Permitted
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 2 0 1 0 1 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 362 373 11 69 574 16 11 5 11 16 190 154
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25
Initial Bse: 453 466 14 86 718 20 14 6 14 20 238 193
Added Vol: 66 24 13 262 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
Reduced 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
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.39 1.33 0.28 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 552 1900 398 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.18 0.17 0.02 0.12 0.27 0.01 0.02 0.03 0.03 0.03 0.15 0.24
Crit Vol: 259 379 14 217
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
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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): 0.766
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

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

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

Volume Module:
Base Vol: 308 26 222 8 11 31 40 440 122 59 374 6
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 431 36 311 11 15 43 56 616 171 83 524 8
Added Vol: 81 0 100 0 0 0 0 261 59 73 195 0
PasserByVol: 0 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
Reduced 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 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 512 36 411 22 15 43 56 877 230 156 719 8

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.08 0.92 0.38 0.62 1.00 1.00 2.00 1.00 1.00 1.98 0.02
Final Sat.: 1500 122 1378 571 929 1500 1500 3000 1500 1500 2965 35

Capacity Analysis Module:
Vol/Sat: 0.34 0.30 0.30 0.02 0.02 0.03 0.04 0.29 0.15 0.10 0.24 0.24
Crit Vol: 512 43 439 156
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

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

Intersection #128 Broad Ave / Harry Bridges Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0
Volume Module:
Base Vol: 1 6 87 5 3 48 115 507 0 26 236 28
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 1 8 122 7 4 67 161 710 0 36 330 39
Added Vol: 0 0 0 0 0 0 0 341 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 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 122 7 4 67 161 1051 0 36 622 39
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 1.00 2.00 0.00 1.00 1.88 0.12
Final Sat.: 32 1468 1500 268 1232 1500 1500 3000 0 1500 2822 178
Capacity Analysis Module:
Vol/Sat: 0.04 0.01 0.08 0.03 0.00 0.04 0.11 0.35 0.00 0.02 0.22 0.22
Crit Vol: 122 7 525 36
Crit Moves: \*\*\*\* \*\*

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

Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 4 0 1 1 0 3 0 0
Volume Module:
Base Vol: 114 0 694 0 0 0 0 1521 76 28 1410 0
Growth Adj: 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12
Initial Bse: 242 0 1471 0 0 0 0 3225 161 59 2989 0
Added Vol: 0 0 0 0 0 0 0 526 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 4.00 1.00 1.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 1425 4275 0
Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.66 0.11 0.04 0.83 0.00
Crit Vol: 121 0 1180
Crit Moves: \*\*\*\* \*\*

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 Port of Los Angeles  
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 Year 2045 AM Peak - Proposed Project  
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Scenario Report  
 Scenario: 2045 AM Peak  
 Command: 2045 AM Peak  
 Volume: 2045 AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: 2045 AM Peak  
 Trip Distribution: Distribution  
 Paths: Proposed  
 Routes: Default Routes  
 Configuration: 2045 AM Peak

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

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

Trip Distribution Report

Percent Of Trips Distribution

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

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

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

Impact Analysis Report  
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx 0.442	A	xxxxx 0.576	+ 0.134 V/C
# 23 Alameda St / Anaheim St	D	xxxxx 0.844	E	xxxxx 0.919	+ 0.074 V/C
# 34 John S. Gibson / I-110 NB Ram	B	xxxxx 0.695	C	xxxxx 0.772	+ 0.077 V/C
# 72 Fries Ave / Harry Bridges Blvd	C	xxxxx 0.701	D	xxxxx 0.886	+ 0.185 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx 0.303	A	xxxxx 0.395	+ 0.092 V/C
#212 Navy Way / Seaside	D	xxxxx 0.811	D	xxxxx 0.873	+ 0.063 V/C

Port of Los Angeles  
China Shipping EIR  
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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): 0.576  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0  
Volume Module:  
Base Vol: 56 55 11 15 43 66 129 452 45 17 634 70  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 62 61 12 17 47 73 142 497 50 19 698 77  
Added Vol: 7 13 13 8 16 31 34 280 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 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 69 74 25 25 63 104 176 777 58 35 948 85  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.82 0.88 0.30 0.26 0.74 1.00 1.00 1.86 0.14 1.00 1.84 0.16  
Final Sat.: 1231 1319 450 384 1116 1500 1500 2793 207 1500 2753 247  
Capacity Analysis Module:  
Vol/Sat: 0.06 0.06 0.06 0.06 0.06 0.07 0.12 0.28 0.28 0.02 0.34 0.34  
Crit Vol: 69 104 176 516  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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

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

\*\*\*\*\*  
Intersection #23 Alameda St / Anaheim St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.919  
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: Permitted Permitted Permitted Protected  
Rights: Ovl Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 3 0 1 2 0 1 1 0  
Volume Module:  
Base Vol: 21 229 497 7 366 147 156 1449 23 600 1094 37  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 23 252 547 8 403 162 172 1594 25 660 1204 41  
Added Vol: 7 218 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 3.00 1.00 2.00 1.94 0.06  
Final Sat.: 1425 1798 2477 1425 2850 1425 1425 4275 1425 2850 2759 91  
Capacity Analysis Module:  
Vol/Sat: 0.02 0.26 0.26 0.01 0.21 0.11 0.12 0.38 0.02 0.27 0.45 0.45  
Crit Vol: 373 8 542 387  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 81 Level Of Service: C

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

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

Volume Module:  
Base Vol: 996 465 16 76 534 9 20 13 10 26 130 55  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 1096 512 18 84 588 10 22 14 11 29 143 61  
Added Vol: 32 23 11 318 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  
Reduce 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  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.39 1.41 0.20 1.00 2.00 1.00  
Final Sat.: 2850 2850 1425 2850 2850 1425 563 2005 282 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.44 0.19 0.02 0.16 0.21 0.01 0.04 0.04 0.04 0.03 0.11 0.13  
Crit Vol: 620 304 22 154  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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

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

\*\*\*\*\*  
Intersection #72 Fries Ave / Harry Bridges Blvd  
\*\*\*\*\*

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

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

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

Volume Module:  
Base Vol: 288 28 101 8 20 14 24 409 405 241 420 1  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 317 31 111 9 22 15 26 450 446 265 462 1  
Added Vol: 107 0 131 0 0 0 0 189 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  
Reduce 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 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 424 31 242 9 22 15 26 639 523 359 646 1

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

Capacity Analysis Module:  
Vol/Sat: 0.28 0.18 0.18 0.02 0.02 0.02 0.02 0.21 0.35 0.24 0.22 0.22  
Crit Vol: 424 23 523 359  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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

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

Table with columns for Approach (North, South, East, West Bound), Movement (L, T, R), Control (Permitted, Protected), Rights (Include, Ignore), and various traffic metrics like Volume, Sat/Lane, and Capacity Analysis.

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

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

Table with columns for Approach (North, South, East, West Bound), Movement (L, T, R), Control (Permitted, Protected), Rights (Include, Ignore), and various traffic metrics like Volume, Sat/Lane, and Capacity Analysis.

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

Port of Los Angeles  
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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

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

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

Trip Distribution Report

Percent Of Trips Distribution

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

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

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

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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		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx 0.433	A	xxxxx 0.595	+ 0.162 V/C
# 23 Alameda St / Anaheim St	D	xxxxx 0.867	E	xxxxx 0.945	+ 0.078 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx 0.593	B	xxxxx 0.681	+ 0.088 V/C
# 72 Fries Ave / Harry Bridges Blvd	B	xxxxx 0.635	D	xxxxx 0.824	+ 0.190 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx 0.381	A	xxxxx 0.495	+ 0.114 V/C
#212 Navy Way / Seaside	D	xxxxx 0.872	F	xxxxx 1.001	+ 0.129 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): 0.595
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0
Volume Module:
Base Vol: 59 73 14 20 53 144 132 533 69 15 489 21
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 65 80 15 22 58 158 145 587 76 17 538 23
Added Vol: 16 32 32 23 50 43 60 292 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
Reduced 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 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 81 112 47 45 108 201 205 879 101 67 763 46
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.67 0.94 0.39 0.25 0.75 1.00 1.00 1.79 0.21 1.00 1.89 0.11
Final Sat.: 1009 1400 591 381 1119 1500 1500 2691 309 1500 2829 171
Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.12 0.10 0.13 0.14 0.33 0.33 0.04 0.27 0.27
Crit Vol: 81 201 205 405
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

Intersection #23 Alameda St / Anaheim St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 3 0 1 2 0 1 1 0
Volume Module:
Base Vol: 12 446 714 19 334 215 137 1104 25 501 1332 54
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 13 491 786 21 368 237 151 1215 28 551 1466 59
Added Vol: 1 236 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
Reduced 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 3.00 1.00 2.00 1.92 0.08
Final Sat.: 1425 1871 2404 1425 2850 1425 1425 4275 1425 2850 2740 110
Capacity Analysis Module:
Vol/Sat: 0.01 0.39 0.39 0.01 0.20 0.17 0.11 0.29 0.03 0.24 0.54 0.54
Crit Vol: 81 201 205 405
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): 0.681
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

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

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

Volume Module:
Base Vol: 453 466 14 86 718 20 14 6 14 20 238 193
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 498 513 15 95 790 22 15 7 15 22 262 212
Added Vol: 66 24 13 262 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
Reduced 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
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.42 1.28 0.30 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 601 1826 423 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.22 0.19 0.02 0.14 0.29 0.02 0.03 0.03 0.04 0.04 0.16 0.26
Crit Vol: 310 415 15 229
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): 0.824
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

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

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

Volume Module:
Base Vol: 431 36 311 11 15 43 56 616 171 83 524 8
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 474 40 342 12 17 47 62 678 188 91 577 9
Added Vol: 81 0 100 0 0 0 0 261 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
Reduced 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 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 555 40 442 24 17 47 62 939 247 164 772 9

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.08 0.92 0.38 0.62 1.00 1.00 2.00 1.00 1.00 1.98 0.02
Final Sat.: 1500 123 1377 569 931 1500 1500 3000 1500 1500 2966 34

Capacity Analysis Module:
Vol/Sat: 0.37 0.32 0.32 0.02 0.02 0.03 0.04 0.31 0.16 0.11 0.26 0.26
Crit Vol: 555 47 469 164
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): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0
Volume Module:
Base Vol: 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 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 9 134 8 4 74 177 1122 0 40 655 43
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 1.00 2.00 0.00 1.00 1.88 0.12
Final Sat.: 23 1477 1500 269 1231 1500 1500 3000 0 1500 2816 184
Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.09 0.03 0.00 0.05 0.12 0.37 0.00 0.03 0.23 0.23
Crit Vol: 134 8 561 40
Crit Moves: \*\*\*\* \*\*

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

Intersection #212 Navy Way / Seaside
Cycle (sec): 100 Critical Vol./Cap.(X): 1.001
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 4 0 1 1 0 3 0 0
Volume Module:
Base Vol: 242 0 1471 0 0 0 0 3225 161 59 2989 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 266 0 1619 0 0 0 0 3549 177 65 3289 0
Added Vol: 0 0 0 0 0 0 0 526 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 1.00 1.00 1.00
Final Vol.: 293 0 0 0 0 0 0 4075 177 65 3840 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 4.00 1.00 1.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 1425 4275 0
Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.00 0.00 0.00 0.00 0.00 0.71 0.12 0.05 0.90 0.00
Crit Vol: 146 0 1280
Crit Moves: \*\*\*\* \*\*