Appendix D2
Intersection Level of Service Worksheets

INTERSECTION LEVEL OF SERVICE WORKSHEETS

CEQA BASELINE (2012)

AM/PM PEAK HOURS

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.247 *
	TH	3.00	704	4,800	0.147	N-S(2):	0.147
	LT	1.00	219	1,600	0.137 *	E-W(1):	0.032 *
Westbound	RT	2.00	178	2,880	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	51	1,600	0.032 *	V/C:	0.279
Northbound	RT	0.00	61	0	0.000	Lost Time:	0.120
	TH	3.00	466	4,800	0.110 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.399
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.337 *
	TH	3.00	1,017	4,800	0.212	N-S(2):	0.212
	LT	1.00	239	1,600	0.149 *	E-W(1):	0.057
Westbound	RT	2.00	457	2,880	0.076 *	E-W(2):	0.076 *
	TH	0.00	0	0	0.000		
	LT	1.00	91	1,600	0.057	V/C:	0.413
Northbound	RT	0.00	77	0	0.000	Lost Time:	0.120
	TH	3.00	823	4,800	0.188 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.533
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	125	1,600	0.010	N-S(1):	0.058 *
	TH	0.19	14	309	0.045	N-S(2):	0.000
	LT	1.81	131	2,602	0.050 *	E-W(1):	0.127
Westbound	RT	1.00	104	1,600	0.020	E-W(2):	0.348 *
	TH	1.00	448	1,600	0.280 *		
	LT	1.00	5	1,600	0.003	V/C:	0.406
Northbound	RT	0.00	3	0	0.000	Lost Time:	0.180
	TH	2.00	21	3,200	0.008 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.586
	TH	2.00	394	3,200	0.124		
	LT	1.00	109	1,600	0.068 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.000	N-S(1):	0.077 *
	TH	0.29	24	468	0.051	N-S(2):	0.000
	LT	1.71	140	2,459	0.057 *	E-W(1):	0.256
Westbound	RT	1.00	305	1,600	0.139	E-W(2):	0.387 *
	TH	1.00	418	1,600	0.261 *		
	LT	1.00	10	1,600	0.006	V/C:	0.464
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.180
	TH	2.00	43	3,200	0.020 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	6	0	0.000	ICU:	0.644
	TH	2.00	794	3,200	0.250		
	LT	1.00	201	1,600	0.126 *	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.11	16	170	0.077	N-S(1):	0.094 *
	TH	0.00	0	0	0.000	N-S(2):	0.077
	LT	0.89	135	1,430	0.094 *	E-W(1):	0.179
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.188 *
	TH	2.00	594	3,200	0.186 *		
	LT	0.00	0	0	0.000	V/C:	0.282
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.402
	TH	2.00	573	3,200	0.179		
	LT	1.00	3	1,600	0.002 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.46	12	738	0.000	N-S(1):	0.016 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.54	14	862	0.016 *	E-W(1):	0.317 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.234
	TH	2.00	706	3,200	0.226		
	LT	0.00	0	0	0.000 *	V/C:	0.333
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.453
	TH	2.00	1,013	3,200	0.317 *		
	LT	1.00	12	1,600	0.008	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	6	0	0.000	N-S(1):	0.090 *
	TH	1.00	8	1,600	0.010 *	N-S(2):	0.000
	LT	0.00	2	1,600	0.001	E-W(1):	0.187 *
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.155
	TH	2.00	475	3,200	0.149		
	LT	2.00	121	2,880	0.042 *	V/C:	0.277
Northbound	RT	2.00	119	2,880	0.020	Lost Time:	0.180
	TH	0.16	19	263	0.072		
	LT	1.84	212	2,643	0.080 *		
Eastbound	RT	1.00	348	1,600	0.145 *	ICU:	0.457
	TH	2.00	308	3,200	0.096		
	LT	1.00	9	1,600	0.006	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	12	0	0.000	N-S(1):	0.165 *
	TH	1.00	10	1,600	0.018 *	N-S(2):	0.000
	LT	0.00	7	1,600	0.004	E-W(1):	0.286 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.111
	TH	2.00	334	3,200	0.106		
	LT	2.00	127	2,880	0.044 *	V/C:	0.451
Northbound	RT	2.00	303	2,880	0.083	Lost Time:	0.180
	TH	0.03	7	53	0.133		
	LT	1.97	417	2,832	0.147 *		
Eastbound	RT	1.00	329	1,600	0.073	ICU:	0.631
	TH	2.00	773	3,200	0.242 *		
	LT	1.00	8	1,600	0.005	LOS:	B

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
4	North-South Street:	Alameda Street	East-West Street:	O Street	
	Scenario:	2012 CEQA Baseline			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	317	2	**148**	648	2	**272**
	Through-Right		1			1	
	Right	128	0	128	168	0	168
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	235	1	**235**	315	1	**315**
	Left-Through		0			0	
	Through	586	3	195	797	3	266
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	144	1	**144**	100	1	**100**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	243	1	8	323	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	383		*North-South:*	587
			East-West:	144		*East-West:*	100
			SUM:	527		*SUM:*	687
	VOLUME/CAPACITY *(V/C)* RATIO:			0.370			0.482
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.270**			**0.382**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
5	North-South Street:	O Street	East-West Street:	Pacific Coast Highway	
	Scenario:	2012 CEQA Baseline			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	185	1	**185**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	181	1	0	298	1	77
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	197	1	**197**	221	1	**221**
	Left-Through		0			0	
	Through	640	2	320	1,078	2	539
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	795	2	**329**	949	2	**383**
	Through-Right		1			1	
	Right	192	0	192	200	0	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	180		*North-South:*	185
			East-West:	526		*East-West:*	604
			SUM:	706		*SUM:*	789
VOLUME/CAPACITY *(V/C)* RATIO:				0.495			0.554
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.395**			**0.454**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
6	North-South Street:	Henry Ford Avenue	East-West Street:	Denni Street	
	Scenario:	2012 CEQA Baseline			
	Count Date:		Analyst:	Raju Associates	Date: 12-Aug-13

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	0	EB -- 2	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	255	2	128	582	2	**291**
	Through-Right		0			0	
	Right	18	1	18	20	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	14	12	0	**12**
	Left-Through		1			1	
	Through	305	1	**160**	354	1	201
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	98	1	**98**
	Left-Through		0			0	
	Through	5	0	11	6	0	8
	Through-Right		1			1	
	Right	6	0	0	2	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	23	0	23
	Left-Through		0			0	
	Through	1	0	**17**	5	0	**59**
	Through-Right		0			0	
	Right	6	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	160		*North-South:*	303
			East-West:	69		*East-West:*	157
			SUM:	229		*SUM:*	460
	VOLUME/CAPACITY *(V/C)* RATIO:			0.161			0.323
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.080**			**0.223**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street	
	Scenario:	2012 CEQA Baseline			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB -- 3		NB -- 3	SB -- 3	
	EB -- 1	WB -- 3		EB -- 1	WB -- 3	
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	1	**43**	240	1	**140**
	Left-Through		1			1	
	Through	66	1	43	180	1	140
	Through-Right		0			0	
	Right	49	1	0	97	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	88	1	**88**	149	1	**149**
	Left-Through		0			0	
	Through	219	2	80	216	2	81
	Through-Right		1			1	
	Right	20	0	20	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	65	102	1	102
	Left-Through		0			0	
	Through	683	2	**342**	1,100	2	**550**
	Through-Right		0			0	
	Right	128	1	0	203	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	**72**	47	1	**47**
	Left-Through		0			0	
	Through	650	2	325	843	2	422
	Through-Right		0			0	
	Right	83	1	0	145	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	131		*North-South:*	289
			East-West:	414		*East-West:*	597
			SUM:	545		*SUM:*	886
VOLUME/CAPACITY *(V/C)* RATIO:				0.396			0.644
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.296**			**0.544**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way
	Scenario:	2012 CEQA Baseline		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	**15**	18	1	18
	Left-Through		0			0	
	Through	83	2	42	358	2	**179**
	Through-Right		0			0	
	Right	43	1	0	56	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	2	58	113	2	**62**
	Left-Through		0			0	
	Through	236	1	**140**	333	1	190
	Through-Right		1			1	
	Right	44	0	44	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	63	1	**63**
	Left-Through		0			0	
	Through	5	0	28	2	0	18
	Through-Right		1			1	
	Right	23	0	0	16	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	62	0	**62**	64	0	64
	Left-Through		1			1	
	Through	0	0	62	2	0	66
	Through-Right		0			0	
	Right	57	1	0	133	1	**71**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	155		*North-South:*	241
			East-West:	92		*East-West:*	134
			SUM:	247		*SUM:*	375
	VOLUME/CAPACITY *(V/C)* RATIO:			0.180			0.273
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.090**			**0.173**
	LEVEL OF SERVICE (LOS):			**A**			**A**

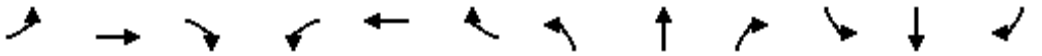
Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
9	North-South Street:	Navy Way	East-West Street:	Seaside Avenue (SR 47)
	Scenario:	2012 CEQA Baseline		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	2	**67**	361	2	**199**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	223	1	0	620	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1,782	3	594	2,198	3	**733**
	Through-Right		0			0	
	Right	76	1	9	279	1	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	2	14	54	2	**30**
	Left-Through		0			0	
	Through	1,881	3	**627**	2,094	3	698
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	67		*North-South:*	199
			East-West:	627		*East-West:*	763
			SUM:	694		*SUM:*	962
	VOLUME/CAPACITY *(V/C)* RATIO:			0.487			0.675
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.387**			**0.575**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850					0.962			0.870	0.850
Flt Protected					0.989			0.965			0.995	
Satd. Flow (prot)	0	3610	1615	0	3570	0	0	1764	0	0	1562	1534
Flt Permitted					0.989			0.965			0.995	
Satd. Flow (perm)	0	3610	1615	0	3570	0	0	1764	0	0	1562	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	5.1

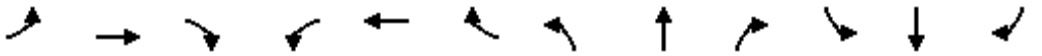
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	162	18	4	14	0	26	0	10	12	3	203
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	162	18	4	14	0	26	0	10	12	3	203

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	162	0	0	179	184	81	103	184	7
Stage 1	-	-	-	-	-	-	162	162	-	22	22	-
Stage 2	-	-	-	-	-	-	17	22	-	81	162	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1617	-	-	1429	-	-	772	714	969	872	714	1080
Stage 1	-	-	-	-	-	-	830	768	-	999	881	-
Stage 2	-	-	-	-	-	-	1006	881	-	924	768	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1617	-	-	1429	-	-	623	712	969	861	712	1080
Mov Capacity-2 Maneuver	-	-	-	-	-	-	623	712	-	861	712	-
Stage 1	-	-	-	-	-	-	830	768	-	999	878	-
Stage 2	-	-	-	-	-	-	812	878	-	914	768	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	10.5	8.8
HCM LOS			B	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	692	1617	-	-	1429	-	-	1023	1080
HCM Lane V/C Ratio	0.052	-	-	-	0.003	-	-	0.081	0.125
HCM Control Delay (s)	10.5	0	-	-	7.526	0	-	8.8	8.8
HCM Lane LOS	B	A			A	A		A	A
HCM 95th %tile Q(veh)	0.164	0	-	-	0.008	-	-	0.263	0.428

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850					0.910			0.853	0.850
Flt Protected								0.984			0.999	
Satd. Flow (prot)	0	3610	1615	0	3610	0	0	1701	0	0	1538	1534
Flt Permitted								0.984			0.999	
Satd. Flow (perm)	0	3610	1615	0	3610	0	0	1701	0	0	1538	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	277	6	0	2	0	4	0	8	2	0	182
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	277	6	0	2	0	4	0	8	2	0	182

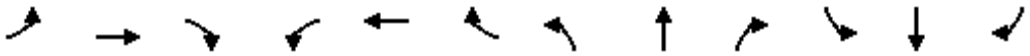
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	277	0	0	278	279	139	141	279	1
Stage 1	-	-	-	-	-	-	277	277	-	2	2	-
Stage 2	-	-	-	-	-	-	1	2	-	139	277	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1634	-	-	1298	-	-	658	632	890	821	632	1089
Stage 1	-	-	-	-	-	-	712	685	-	1026	898	-
Stage 2	-	-	-	-	-	-	1027	898	-	856	685	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1634	-	-	1298	-	-	548	632	890	814	632	1089
Mov Capacity-2 Maneuver	-	-	-	-	-	-	548	632	-	814	632	-
Stage 1	-	-	-	-	-	-	712	685	-	1026	898	-
Stage 2	-	-	-	-	-	-	855	898	-	848	685	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10	8.6
HCM LOS			B	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	737	1634	-	-	1298	-	-	1077	1089
HCM Lane V/C Ratio	0.016	-	-	-	-	-	-	0.058	0.111
HCM Control Delay (s)	10	0	-	-	0	-	-	8.5	8.7
HCM Lane LOS	B	A			A			A	A
HCM 95th %tile Q(veh)	0.05	0	-	-	0	-	-	0.185	0.375

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.955										
Satd. Flow (prot)	0	1814	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.955										
Satd. Flow (perm)	0	1814	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	6.4

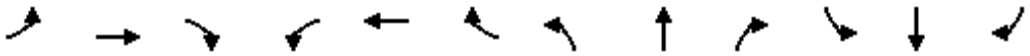
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	172	12	0	0	18	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	172	12	0	0	18	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	18	0	0	12	0	0	374	374	12
Stage 1	-	-	-	-	-	-	356	356	-
Stage 2	-	-	-	-	-	-	18	18	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1612	-	-	1620	-	-	631	560	1074
Stage 1	-	-	-	-	-	-	713	633	-
Stage 2	-	-	-	-	-	-	1010	884	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1612	-	-	1620	-	-	563	0	1074
Mov Capacity-2 Maneuver	-	-	-	-	-	-	563	0	-
Stage 1	-	-	-	-	-	-	637	0	-
Stage 2	-	-	-	-	-	-	1010	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1612	-	-	1620	-	-
HCM Lane V/C Ratio	+	0.107	-	-	-	-	-
HCM Control Delay (s)	0	7.5	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.358	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.953										
Satd. Flow (prot)	0	1811	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.953										
Satd. Flow (perm)	0	1811	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	285	2	0	0	2	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	285	2	0	0	2	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2	0	0	2	0	0	574	574	2
Stage 1	-	-	-	-	-	-	572	572	-
Stage 2	-	-	-	-	-	-	2	2	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1634	-	-	1634	-	-	484	432	1088
Stage 1	-	-	-	-	-	-	569	508	-
Stage 2	-	-	-	-	-	-	1026	898	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1634	-	-	1634	-	-	399	0	1088
Mov Capacity-2 Maneuver	-	-	-	-	-	-	399	0	-
Stage 1	-	-	-	-	-	-	469	0	-
Stage 2	-	-	-	-	-	-	1026	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.6	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1634	-	-	1634	-	-
HCM Lane V/C Ratio	+	0.174	-	-	-	-	-
HCM Control Delay (s)	0	7.668	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.631	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	420	2,880	0.146 *	N-S(1):	0.068
	TH	2.00	118	3,200	0.037	N-S(2):	0.149 *
	LT	0.00	0	0	0.000	E-W(1):	0.016
Westbound	RT	1.00	54	1,600	0.000	E-W(2):	0.036 *
	TH	2.00	116	3,200	0.036 *		
	LT	1.00	26	1,600	0.016	V/C:	0.185
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	216	3,200	0.068		
	LT	1.00	4	1,600	0.003 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.305
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	497	2,880	0.173	N-S(1):	0.185 *
	TH	2.00	110	3,200	0.034	N-S(2):	0.175
	LT	0.00	0	0	0.000 *	E-W(1):	0.004
Westbound	RT	1.00	143	1,600	0.000	E-W(2):	0.044 *
	TH	2.00	140	3,200	0.044 *		
	LT	1.00	7	1,600	0.004	V/C:	0.229
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	593	3,200	0.185 *		
	LT	1.00	3	1,600	0.002		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.349
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.050 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	144	2,880	0.050 *	E-W(1):	0.038
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.076 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.126
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.120
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	1	0	0.000	ICU:	0.246
	TH	2.00	122	3,200	0.038		
	LT	2.00	220	2,880	0.076 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.047 *
	TH	0.15	9	240	0.038	N-S(2):	0.000
	LT	1.85	111	2,664	0.042 *	E-W(1):	0.055
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.208 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.255
Northbound	RT	1.00	8	1,600	0.005 *	Lost Time:	0.120
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.375
	TH	2.00	172	3,200	0.055		
	LT	2.00	598	2,880	0.208 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 15
North/South Street: PIER S WAY
East/West Street: NEW DOCK STREET

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.056 *
	TH	1.00	16	1,600	0.010 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.073 *
Westbound	RT	0.00	13	0	0.000	E-W(2):	0.045
	TH	3.00	194	4,800	0.043		
	LT	1.00	36	1,600	0.023 *	V/C:	0.129
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.180
	TH	0.14	9	218	0.041		
	LT	1.86	123	2,684	0.046 *		
Eastbound	RT	1.00	121	1,600	0.000	ICU:	0.309
	TH	2.00	160	3,200	0.050 *		
	LT	1.00	3	1,600	0.002	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.090 *
	TH	1.00	41	1,600	0.026 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.092 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.042
	TH	3.00	150	4,800	0.038		
	LT	1.00	6	1,600	0.004 *	V/C:	0.182
Northbound	RT	1.00	3	1,600	0.000	Lost Time:	0.180
	TH	0.54	50	870	0.058		
	LT	1.46	134	2,097	0.064 *		
Eastbound	RT	1.00	188	1,600	0.000	ICU:	0.362
	TH	2.00	280	3,200	0.088 *		
	LT	1.00	7	1,600	0.004	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	77	1,600	0.048 *	N-S(1):	0.014
	TH	2.00	101	3,200	0.032	N-S(2):	0.050 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	111	2,880	0.039	E-W(2):	0.134 *
	TH	2.00	429	3,200	0.134 *		
	LT	0.00	0	0	0.000	V/C:	0.184
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	42	3,200	0.014		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.284
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.081 *	N-S(1):	0.022
	TH	2.00	106	3,200	0.033	N-S(2):	0.083 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	120	2,880	0.042	E-W(2):	0.163 *
	TH	2.00	520	3,200	0.163 *		
	LT	0.00	0	0	0.000	V/C:	0.246
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	67	3,200	0.022		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.346
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.034 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	99	2,880	0.034 *	E-W(1):	0.082 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.029
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.116
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.236
	TH	2.00	261	3,200	0.082 *		
	LT	1.00	46	1,600	0.029	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.036 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	105	2,880	0.036 *	E-W(1):	0.199 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.038
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.235
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.355
	TH	2.00	636	3,200	0.199 *		
	LT	1.00	60	1,600	0.038	LOS:	A

* = Critical Movement

CEQA BASELINE (2012)

MIDDAY PEAK HOUR

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.275 *
	TH	3.00	718	4,800	0.150	N-S(2):	0.150
	LT	1.00	178	1,600	0.111 *	E-W(1):	0.044 *
Westbound	RT	2.00	280	2,880	0.035	E-W(2):	0.035
	TH	0.00	0	0	0.000		
	LT	1.00	70	1,600	0.044 *	V/C:	0.319
Northbound	RT	0.00	74	0	0.000	Lost Time:	0.120
	TH	3.00	711	4,800	0.164 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.439
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	58	1,600	0.000	N-S(1):	0.070 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	194	2,880	0.067 *	E-W(1):	0.115
Westbound	RT	1.00	285	1,600	0.118	E-W(2):	0.242 *
	TH	1.00	324	1,600	0.203 *		
	LT	1.00	0	1,600	0.000	V/C:	0.312
Northbound	RT	0.00	2	0	0.000	Lost Time:	0.180
	TH	2.00	3	3,200	0.003		
	LT	0.00	5	1,600	0.003 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.492
	TH	2.00	369	3,200	0.115		
	LT	1.00	62	1,600	0.039 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.002 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	1.00	3	1,600	0.002 *	E-W(1):	0.212
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.285 *
	TH	2.00	905	3,200	0.283 *		
	LT	0.00	0	0	0.000	V/C:	0.287
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.407
	TH	2.00	678	3,200	0.212		
	LT	1.00	3	1,600	0.002 *	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
4	North-South Street:	Alameda Street	East-West Street:	O Street	
	Scenario:	2012 CEQA Baseline			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	464	2	**211**		0	0
	Through-Right		1			0	
	Right	168	0	168		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	202	1	**202**		0	0
	Left-Through		0			0	
	Through	481	3	160		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0		0	0
	Left-Through		0			0	
	Through	0	0	**0**		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	**128**		0	**0**
	Left-Through		0			0	
	Through	0	0	0		0	0
	Through-Right		0			0	
	Right	273	1	71		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	413		*North-South:*	0
			East-West:	128		*East-West:*	0
			SUM:	541		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.380			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.280**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
5	North-South Street:	O Street	East-West Street:	Pacific Coast Highway	
	Scenario:	2012 CEQA Baseline			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	0	0	**0**		0	0
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	1	**132**		0	0
	Left-Through		0			0	
	Through	0	0	0		0	**0**
	Through-Right		0			0	
	Right	238	1	34		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	204	1	**204**		0	0
	Left-Through		0			0	
	Through	791	2	396		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	746	2	**314**		0	0
	Through-Right		1			0	
	Right	197	0	197		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	132		North-South:	0
			East-West:	518		East-West:	0
			SUM:	650		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.456			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.356**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
6	North-South Street:	Henry Ford Avenue	East-West Street:	Denni Street
	Scenario:	2012 CEQA Baseline		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	471	2	**236**		0	0
	Through-Right		0			0	
	Right	23	1	23		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	0	**7**		0	0
	Left-Through		1			0	
	Through	283	1	149		0	**0**
	Through-Right		0			0	
	Right	1	0	1		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**		0	0
	Left-Through		0			0	
	Through	2	0	10		0	**0**
	Through-Right		1			0	
	Right	8	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	0	23		0	**0**
	Left-Through		0			0	
	Through	4	0	**54**		0	0
	Through-Right		0			0	
	Right	27	0	0		0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	243		*North-South:*	0
			East-West:	149		*East-West:*	0
			SUM:	392		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.275			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.175**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street	
	Scenario:	2012 CEQA Baseline			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 0	SB --	0
		EB -- 1	WB --	3	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	161	1	**104**		0	**0**
	Left-Through		1			0	
	Through	151	1	104		0	0
	Through-Right		0			0	
	Right	125	1	48		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	**151**		0	0
	Left-Through		0			0	
	Through	168	2	76		0	**0**
	Through-Right		1			0	
	Right	60	0	60		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110		0	0
	Left-Through		0			0	
	Through	773	2	**387**		0	**0**
	Through-Right		0			0	
	Right	148	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	**77**		0	**0**
	Left-Through		0			0	
	Through	701	2	351		0	0
	Through-Right		0			0	
	Right	148	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	255		*North-South:*	0
			East-West:	464		*East-West:*	0
			SUM:	719		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.523			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.423**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way
	Scenario:	2012 CEQA Baseline		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	**32**		0	**0**
	Left-Through		0			0	
	Through	227	2	114		0	0
	Through-Right		0			0	
	Right	74	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	2	47		0	0
	Left-Through		0			0	
	Through	220	1	**131**		0	**0**
	Through-Right		1			0	
	Right	42	0	42		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	71	1	**71**		0	0
	Left-Through		0			0	
	Through	3	0	29		0	**0**
	Through-Right		1			0	
	Right	26	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	0	80		0	**0**
	Left-Through		1			0	
	Through	0	0	80		0	0
	Through-Right		0			0	
	Right	144	1	**97**		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	163		*North-South:*	0
			East-West:	168		*East-West:*	0
			SUM:	331		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.241			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.141**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:
9

PROJECT TITLE: Yusen Terminal (YTI) Project - Port of Los Angeles
North-South Street: Navy Way **East-West Street:** Seaside Avenue (SR 47)
Scenario: 2012 CEQA Baseline
Count Date: **Analyst:** Raju Associates **Date:** 8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --		0	NB -- 0	SB --	0
	EB -- 3	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	2	**102**		0	**0**
	Left-Through		0			0	
	Through	0	0	0		0	0
	Through-Right		0			0	
	Right	561	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0		0	0
	Left-Through		0			0	
	Through	0	0	**0**		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**		0	0
	Left-Through		0			0	
	Through	1,442	3	481		0	**0**
	Through-Right		0			0	
	Right	120	1	18		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	35	2	19		0	**0**
	Left-Through		0			0	
	Through	1,538	3	**513**		0	0
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	102		*North-South:*	0
			East-West:	513		*East-West:*	0
			SUM:	615		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.432			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.332**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

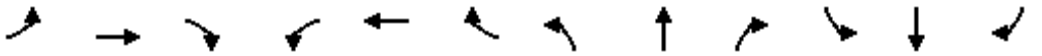
Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	5	0	0.000	N-S(1):	0.164 *
	TH	1.00	5	1,600	0.007 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.151 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.101
	TH	2.00	317	3,200	0.100		
	LT	2.00	101	2,880	0.035 *	V/C:	0.315
Northbound	RT	2.00	247	2,880	0.068	Lost Time:	0.180
	TH	0.03	6	42	0.141		
	LT	1.97	446	2,842	0.157 *		
Eastbound	RT	1.00	267	1,600	0.026	ICU:	0.495
	TH	2.00	370	3,200	0.116 *		
	LT	1.00	1	1,600	0.001	LOS:	A

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt								0.884			0.872	0.850
Flt Protected								0.993			0.993	
Satd. Flow (prot)	0	3610	1900	0	3610	0	0	1668	0	0	1563	1534
Flt Permitted								0.993			0.993	
Satd. Flow (perm)	0	3610	1900	0	3610	0	0	1668	0	0	1563	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	3.7

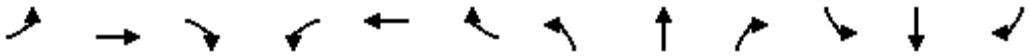
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	190	0	0	23	0	3	0	18	9	1	126
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	190	0	0	23	0	3	0	18	9	1	126

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	190	0	0	202	213	95	118	213	12
Stage 1	-	-	-	-	-	-	190	190	-	23	23	-
Stage 2	-	-	-	-	-	-	12	23	-	95	190	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1605	-	-	1396	-	-	744	688	949	851	688	1072
Stage 1	-	-	-	-	-	-	799	747	-	998	880	-
Stage 2	-	-	-	-	-	-	1012	880	-	907	747	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1605	-	-	1396	-	-	656	688	949	835	688	1072
Mov Capacity-2 Maneuver	-	-	-	-	-	-	656	688	-	835	688	-
Stage 1	-	-	-	-	-	-	799	747	-	998	880	-
Stage 2	-	-	-	-	-	-	892	880	-	890	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.1	8.7
HCM LOS			A	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	892	1605	-	-	1396	-	-	1011	1072
HCM Lane V/C Ratio	0.024	-	-	-	-	-	-	0.051	0.078
HCM Control Delay (s)	9.1	0	-	-	0	-	-	8.8	8.6
HCM Lane LOS	A	A			A			A	A
HCM 95th %tile Q(veh)	0.072	0	-	-	0	-	-	0.162	0.255

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.954										
Satd. Flow (prot)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.954										
Satd. Flow (perm)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	208	9	0	0	23	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	208	9	0	0	23	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	23	0	0	9	0	0	448	448	9
Stage 1	-	-	-	-	-	-	425	425	-
Stage 2	-	-	-	-	-	-	23	23	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1605	-	-	1624	-	-	572	509	1079
Stage 1	-	-	-	-	-	-	664	590	-
Stage 2	-	-	-	-	-	-	1005	880	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1605	-	-	1624	-	-	498	0	1079
Mov Capacity-2 Maneuver	-	-	-	-	-	-	498	0	-
Stage 1	-	-	-	-	-	-	578	0	-
Stage 2	-	-	-	-	-	-	1005	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.3	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1605	-	-	1624	-	-
HCM Lane V/C Ratio	+	0.13	-	-	-	-	-
HCM Control Delay (s)	0	7.577	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.446	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	592	2,880	0.206 *	N-S(1):	0.170
	TH	2.00	115	3,200	0.036	N-S(2):	0.207 *
	LT	0.00	0	0	0.000	E-W(1):	0.008
Westbound	RT	1.00	174	1,600	0.000	E-W(2):	0.042 *
	TH	2.00	135	3,200	0.042 *		
	LT	1.00	13	1,600	0.008	V/C:	0.249
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	545	3,200	0.170		
	LT	1.00	2	1,600	0.001 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.369
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.053 *
	TH	0.15	10	235	0.043	N-S(2):	0.000
	LT	1.85	126	2,668	0.047 *	E-W(1):	0.061
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.238
Northbound	RT	1.00	6	1,600	0.004	Lost Time:	0.120
	TH	2.00	18	3,200	0.006 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.358
	TH	2.00	166	3,200	0.061		
	LT	2.00	534	2,880	0.185 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 15
North/South Street: PIER S WAY
East/West Street: NEW DOCK STREET

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.134 *
	TH	1.00	59	1,600	0.038 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.073 *
Westbound	RT	0.00	14	0	0.000	E-W(2):	0.039
	TH	3.00	112	4,800	0.026		
	LT	1.00	26	1,600	0.016 *	V/C:	0.207
Northbound	RT	1.00	7	1,600	0.000	Lost Time:	0.180
	TH	0.28	39	451	0.087		
	LT	1.72	238	2,475	0.096 *		
Eastbound	RT	1.00	151	1,600	0.000	ICU:	0.387
	TH	2.00	182	3,200	0.057 *		
	LT	1.00	20	1,600	0.013	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	61	1,600	0.038	N-S(1):	0.022
	TH	2.00	175	3,200	0.055 *	N-S(2):	0.056 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	216	2,880	0.075	E-W(2):	0.159 *
	TH	2.00	508	3,200	0.159 *		
	LT	0.00	0	0	0.000	V/C:	0.215
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	68	3,200	0.022		
	LT	0.00	2	1,600	0.001 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.315
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int #: 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: 2012 CEQA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.058 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	168	2,880	0.058 *	E-W(1):	0.180 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.041
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.238
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.358
	TH	2.00	576	3,200	0.180 *		
	LT	1.00	65	1,600	0.041	LOS:	A

* = Critical Movement

PROPOSED PROJECT (2026)

AM/PM PEAK HOURS

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: PROPOSED PROJECT (2026)

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.265 *
	TH	3.00	792	4,800	0.165	N-S(2):	0.165
	LT	1.00	219	1,600	0.137 *	E-W(1):	0.038 *
Westbound	RT	2.00	178	2,880	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	60	1,600	0.038 *	V/C:	0.303
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.120
	TH	3.00	551	4,800	0.128 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.423
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.338 *
	TH	3.00	1,037	4,800	0.216	N-S(2):	0.216
	LT	1.00	239	1,600	0.149 *	E-W(1):	0.058
Westbound	RT	2.00	457	2,880	0.076 *	E-W(2):	0.076 *
	TH	0.00	0	0	0.000		
	LT	1.00	93	1,600	0.058	V/C:	0.414
Northbound	RT	0.00	78	0	0.000	Lost Time:	0.120
	TH	3.00	830	4,800	0.189 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.534
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: PROPOSED PROJECT (2026)

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	129	1,600	0.013	N-S(1):	0.058 *
	TH	0.19	14	309	0.045	N-S(2):	0.000
	LT	1.81	131	2,602	0.050 *	E-W(1):	0.130
Westbound	RT	1.00	113	1,600	0.025	E-W(2):	0.349 *
	TH	1.00	450	1,600	0.281 *		
	LT	1.00	5	1,600	0.003	V/C:	0.407
Northbound	RT	0.00	3	0	0.000	Lost Time:	0.180
	TH	2.00	21	3,200	0.008 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.587
	TH	2.00	403	3,200	0.127		
	LT	1.00	109	1,600	0.068 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	151	1,600	0.000	N-S(1):	0.077 *
	TH	0.29	24	468	0.051	N-S(2):	0.000
	LT	1.71	140	2,459	0.057 *	E-W(1):	0.256
Westbound	RT	1.00	307	1,600	0.141	E-W(2):	0.387 *
	TH	1.00	418	1,600	0.261 *		
	LT	1.00	10	1,600	0.006	V/C:	0.464
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.180
	TH	2.00	43	3,200	0.020 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	6	0	0.000	ICU:	0.644
	TH	2.00	794	3,200	0.250		
	LT	1.00	201	1,600	0.126 *	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: PROPOSED PROJECT (2026)

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.16	25	250	0.088	N-S(1):	0.100 *
	TH	0.00	0	0	0.000	N-S(2):	0.088
	LT	0.84	135	1,350	0.100 *	E-W(1):	0.182
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.189 *
	TH	2.00	596	3,200	0.187 *		
	LT	0.00	0	0	0.000	V/C:	0.289
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.409
	TH	2.00	582	3,200	0.182		
	LT	1.00	3	1,600	0.002 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.50	14	800	0.003	N-S(1):	0.018 *
	TH	0.00	0	0	0.000	N-S(2):	0.003
	LT	0.50	14	800	0.018 *	E-W(1):	0.317 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.234
	TH	2.00	706	3,200	0.226		
	LT	0.00	0	0	0.000 *	V/C:	0.335
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.455
	TH	2.00	1,013	3,200	0.317 *		
	LT	1.00	12	1,600	0.008	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
4	North-South Street:	Alameda Street	East-West Street:	O Street
	Scenario:	Proposed Project (2026)		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	411	2	**181**	657	2	**275**
	Through-Right		1			1	
	Right	131	0	131	169	0	169
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	235	1	**235**	315	1	**315**
	Left-Through		0			0	
	Through	683	3	228	821	3	274
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	144	1	**144**	101	1	**101**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	243	1	8	323	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	416		*North-South:*	590
			East-West:	144		*East-West:*	101
			SUM:	560		*SUM:*	691
VOLUME/CAPACITY *(V/C)* RATIO:				0.393			0.485
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.293**			**0.385**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 5

PROJECT TITLE: Yusen Terminal (YTI) Project - Port of Los Angeles
North-South Street: O Street East-West Street: Pacific Coast Highway
Scenario: Proposed Project (2026)
Count Date: Analyst: Raju Associates Date: 8/12/2013

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	185	1	**185**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	184	1	0	299	1	77
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	197	1	**197**	222	1	**222**
	Left-Through		0			0	
	Through	643	2	322	1,078	2	539
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	795	2	**329**	949	2	**383**
	Through-Right		1			1	
	Right	192	0	192	200	0	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	180		*North-South:*	185
			East-West:	526		*East-West:*	605
			SUM:	706		*SUM:*	790
VOLUME/CAPACITY *(V/C)* RATIO:				0.495			0.554
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.395**			**0.454**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
6	North-South Street:	Henry Ford Avenue	East-West Street:	Denni Street
	Scenario:	Proposed Project (2026)		
	Count Date:	Analyst: Raju Associates	Date:	12-Aug-13

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 2	WB --		0	EB -- 2	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	352	2	176	591	2	**296**
	Through-Right		0			0	
	Right	18	1	18	20	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	14	12	0	**12**
	Left-Through		1			1	
	Through	402	1	**215**	378	1	213
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	98	1	**98**
	Left-Through		0			0	
	Through	5	0	11	6	0	8
	Through-Right		1			1	
	Right	6	0	0	2	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	23	0	23
	Left-Through		0			0	
	Through	1	0	**17**	5	0	**59**
	Through-Right		0			0	
	Right	6	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	215		*North-South:*	308
			East-West:	69		*East-West:*	157
			SUM:	284		*SUM:*	465
VOLUME/CAPACITY *(V/C)* RATIO:				0.199			0.326
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.099**			**0.226**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street
	Scenario:	Proposed Project (2026)		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 1	WB --	3	EB -- 1	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	73	262	1	**150**
	Left-Through		1			1	
	Through	163	1	**82**	189	1	150
	Through-Right		0			0	
	Right	50	1	0	98	1	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	88	1	88	149	1	**149**
	Left-Through		0			0	
	Through	316	2	**112**	240	2	89
	Through-Right		1			1	
	Right	20	0	20	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	65	102	1	102
	Left-Through		0			0	
	Through	683	2	**342**	1,100	2	**550**
	Through-Right		0			0	
	Right	195	1	0	210	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	**72**	47	1	**47**
	Left-Through		0			0	
	Through	650	2	325	843	2	422
	Through-Right		0			0	
	Right	83	1	0	145	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	194		*North-South:*	299
			East-West:	414		*East-West:*	597
			SUM:	608		*SUM:*	896
	VOLUME/CAPACITY *(V/C)* RATIO:			0.442			0.652
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.342**			**0.552**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way
	Scenario:	Proposed Project (2026)		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	**15**	18	1	18
	Left-Through		0			0	
	Through	190	2	95	390	2	**195**
	Through-Right		0			0	
	Right	44	1	0	56	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	2	58	113	2	**62**
	Left-Through		0			0	
	Through	401	1	**223**	364	1	205
	Through-Right		1			1	
	Right	44	0	44	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	63	1	**63**
	Left-Through		0			0	
	Through	5	0	28	2	0	18
	Through-Right		1			1	
	Right	23	0	0	16	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	0	**63**	64	0	64
	Left-Through		1			1	
	Through	0	0	63	2	0	66
	Through-Right		0			0	
	Right	57	1	0	133	1	**71**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	238		*North-South:*	257
			East-West:	93		*East-West:*	134
			SUM:	331		*SUM:*	391
	VOLUME/CAPACITY *(V/C)* RATIO:			0.241			0.284
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.141**			**0.184**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
9	North-South Street:	Navy Way	East-West Street:	Seaside Avenue (SR 47)
	Scenario:	Proposed Project (2026)		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	2	**67**	361	2	**199**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	231	1	0	622	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1,850	3	617	2,211	3	**737**
	Through-Right		0			0	
	Right	76	1	9	279	1	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	2	14	54	2	**30**
	Left-Through		0			0	
	Through	1,953	3	**651**	2,143	3	714
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	67		*North-South:*	199
			East-West:	651		*East-West:*	767
			SUM:	718		*SUM:*	966
VOLUME/CAPACITY *(V/C)* RATIO:				0.504			0.678
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.404**			**0.578**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Project: **YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES**
Int# **10**
North/South Street: **TERMINAL ISLAND FREEWAY (SR-103)**
East/West Street: **WILLOW STREET**

Scenario: **PROPOSED PROJECT (2026)**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

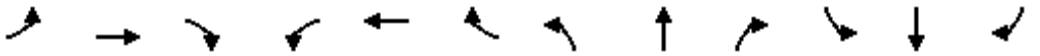
Peak Period: **AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	6	0	0.000	N-S(1):	0.091 *
	TH	1.00	8	1,600	0.010 *	N-S(2):	0.000
	LT	0.00	2	1,600	0.001	E-W(1):	0.194 *
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.155
	TH	2.00	475	3,200	0.149		
	LT	2.00	126	2,880	0.044 *	V/C:	0.285
Northbound	RT	2.00	130	2,880	0.023	Lost Time:	0.180
	TH	0.16	19	261	0.073		
	LT	1.84	214	2,645	0.081 *		
Eastbound	RT	1.00	357	1,600	0.150 *	ICU:	0.465
	TH	2.00	308	3,200	0.096		
	LT	1.00	9	1,600	0.006	LOS:	A

Peak Period: **PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	12	0	0.000	N-S(1):	0.165 *
	TH	1.00	10	1,600	0.018 *	N-S(2):	0.000
	LT	0.00	7	1,600	0.004	E-W(1):	0.286 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.111
	TH	2.00	334	3,200	0.106		
	LT	2.00	128	2,880	0.044 *	V/C:	0.451
Northbound	RT	2.00	331	2,880	0.093	Lost Time:	0.180
	TH	0.03	7	53	0.133		
	LT	1.97	417	2,832	0.147 *		
Eastbound	RT	1.00	329	1,600	0.073	ICU:	0.631
	TH	2.00	773	3,200	0.242 *		
	LT	1.00	8	1,600	0.005	LOS:	B

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850					0.962			0.860	0.850
Flt Protected					0.990			0.965			0.997	
Satd. Flow (prot)	0	3610	1615	0	3574	0	0	1764	0	0	1548	1534
Flt Permitted					0.990			0.965			0.997	
Satd. Flow (perm)	0	3610	1615	0	3574	0	0	1764	0	0	1548	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	5.7

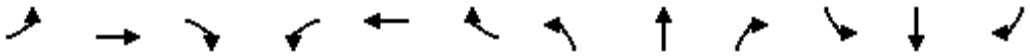
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	328	18	4	15	0	26	0	10	12	3	448
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	328	18	4	15	0	26	0	10	12	3	448

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	328	0	0	345	351	164	187	351	8
Stage 1	-	-	-	-	-	-	328	328	-	23	23	-
Stage 2	-	-	-	-	-	-	17	23	-	164	328	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1616	-	-	1243	-	-	590	577	858	762	577	1078
Stage 1	-	-	-	-	-	-	664	651	-	998	880	-
Stage 2	-	-	-	-	-	-	1006	880	-	828	651	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1616	-	-	1243	-	-	343	575	858	751	575	1078
Mov Capacity-2 Maneuver	-	-	-	-	-	-	343	575	-	751	575	-
Stage 1	-	-	-	-	-	-	664	651	-	998	877	-
Stage 2	-	-	-	-	-	-	584	877	-	818	651	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	14.6	9.5
HCM LOS			B	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	412	1616	-	-	1243	-	-	1029	1078
HCM Lane V/C Ratio	0.087	-	-	-	0.003	-	-	0.16	0.277
HCM Control Delay (s)	14.6	0	-	-	7.906	0	-	9.2	9.6
HCM Lane LOS	B	A			A	A		A	A
HCM 95th %tile Q(veh)	0.285	0	-	-	0.01	-	-	0.567	1.136

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.954										
Satd. Flow (prot)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.954										
Satd. Flow (perm)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	7.2

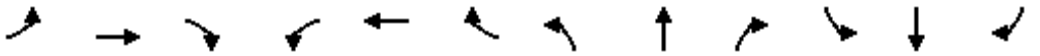
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	338	12	0	0	19	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	338	12	0	0	19	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	19	0	0	12	0	0	707	707	12
Stage 1	-	-	-	-	-	-	688	688	-
Stage 2	-	-	-	-	-	-	19	19	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1611	-	-	1620	-	-	405	363	1074
Stage 1	-	-	-	-	-	-	503	450	-
Stage 2	-	-	-	-	-	-	1009	884	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1611	-	-	1620	-	-	320	0	1074
Mov Capacity-2 Maneuver	-	-	-	-	-	-	320	0	-
Stage 1	-	-	-	-	-	-	397	0	-
Stage 2	-	-	-	-	-	-	1009	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.6	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1611	-	-	1620	-	-
HCM Lane V/C Ratio	+	0.21	-	-	-	-	-
HCM Control Delay (s)	0	7.827	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.793	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850					0.910			0.853	0.850
Flt Protected								0.984			0.999	
Satd. Flow (prot)	0	3610	1615	0	3610	0	0	1701	0	0	1538	1534
Flt Permitted								0.984			0.999	
Satd. Flow (perm)	0	3610	1615	0	3610	0	0	1701	0	0	1538	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	3.6

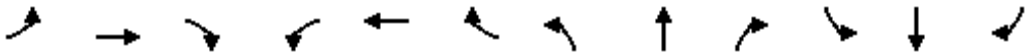
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	345	6	0	2	0	4	0	8	2	0	229
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	345	6	0	2	0	4	0	8	2	0	229

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	345	0	0	346	347	173	175	347	1
Stage 1	-	-	-	-	-	-	345	345	-	2	2	-
Stage 2	-	-	-	-	-	-	1	2	-	173	345	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1634	-	-	1225	-	-	589	580	847	777	580	1089
Stage 1	-	-	-	-	-	-	649	640	-	1026	898	-
Stage 2	-	-	-	-	-	-	1027	898	-	818	640	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1634	-	-	1225	-	-	465	580	847	770	580	1089
Mov Capacity-2 Maneuver	-	-	-	-	-	-	465	580	-	770	580	-
Stage 1	-	-	-	-	-	-	649	640	-	1026	898	-
Stage 2	-	-	-	-	-	-	811	898	-	810	640	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.5	8.7
HCM LOS			B	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	665	1634	-	-	1225	-	-	1078	1089
HCM Lane V/C Ratio	0.018	-	-	-	-	-	-	0.073	0.14
HCM Control Delay (s)	10.5	0	-	-	0	-	-	8.6	8.8
HCM Lane LOS	B	A			A			A	A
HCM 95th %tile Q(veh)	0.055	0	-	-	0	-	-	0.235	0.487

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.953										
Satd. Flow (prot)	0	1811	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.953										
Satd. Flow (perm)	0	1811	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	353	2	0	0	2	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	353	2	0	0	2	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2	0	0	2	0	0	710	710	2
Stage 1	-	-	-	-	-	-	708	708	-
Stage 2	-	-	-	-	-	-	2	2	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1634	-	-	1634	-	-	403	361	1088
Stage 1	-	-	-	-	-	-	492	441	-
Stage 2	-	-	-	-	-	-	1026	898	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1634	-	-	1634	-	-	316	0	1088
Mov Capacity-2 Maneuver	-	-	-	-	-	-	316	0	-
Stage 1	-	-	-	-	-	-	386	0	-
Stage 2	-	-	-	-	-	-	1026	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.8	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1634	-	-	1634	-	-
HCM Lane V/C Ratio	+	0.216	-	-	-	-	-
HCM Control Delay (s)	0	7.809	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.822	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: PROPOSED PROJECT (2026)

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	420	2,880	0.146 *	N-S(1):	0.068
	TH	2.00	118	3,200	0.037	N-S(2):	0.149 *
	LT	0.00	0	0	0.000	E-W(1):	0.016
Westbound	RT	1.00	54	1,600	0.000	E-W(2):	0.058 *
	TH	2.00	186	3,200	0.058 *		
	LT	1.00	26	1,600	0.016	V/C:	0.207
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	216	3,200	0.068		
	LT	1.00	4	1,600	0.003 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.327
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	497	2,880	0.173	N-S(1):	0.185 *
	TH	2.00	110	3,200	0.034	N-S(2):	0.175
	LT	0.00	0	0	0.000 *	E-W(1):	0.004
Westbound	RT	1.00	143	1,600	0.000	E-W(2):	0.049 *
	TH	2.00	157	3,200	0.049 *		
	LT	1.00	7	1,600	0.004	V/C:	0.234
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	593	3,200	0.185 *		
	LT	1.00	3	1,600	0.002		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.354
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: PROPOSED PROJECT (2026)

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.050 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	144	2,880	0.050 *	E-W(1):	0.057
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.076 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.126
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.120
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	2	0	0.000	ICU:	0.246
	TH	2.00	179	3,200	0.057		
	LT	2.00	220	2,880	0.076 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.047 *
	TH	0.15	9	240	0.038	N-S(2):	0.000
	LT	1.85	111	2,664	0.042 *	E-W(1):	0.058
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.208 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.255
Northbound	RT	1.00	8	1,600	0.005 *	Lost Time:	0.120
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.375
	TH	2.00	182	3,200	0.058		
	LT	2.00	598	2,880	0.208 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 15
North/South Street: PIER S WAY
East/West Street: NEW DOCK STREET

Scenario: PROPOSED PROJECT (2026)

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.107 *
	TH	1.00	16	1,600	0.010 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.125 *
Westbound	RT	0.00	13	0	0.000	E-W(2):	0.097
	TH	3.00	441	4,800	0.095		
	LT	1.00	36	1,600	0.023 *	V/C:	0.232
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.180
	TH	0.06	9	103	0.087		
	LT	1.94	270	2,787	0.097 *		
Eastbound	RT	1.00	258	1,600	0.000	ICU:	0.412
	TH	2.00	326	3,200	0.102 *		
	LT	1.00	3	1,600	0.002	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.101 *
	TH	1.00	41	1,600	0.026 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.113 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.052
	TH	3.00	197	4,800	0.048		
	LT	1.00	6	1,600	0.004 *	V/C:	0.214
Northbound	RT	1.00	3	1,600	0.000	Lost Time:	0.180
	TH	0.46	50	741	0.068		
	LT	1.54	166	2,213	0.075 *		
Eastbound	RT	1.00	249	1,600	0.000	ICU:	0.394
	TH	2.00	348	3,200	0.109 *		
	LT	1.00	7	1,600	0.004	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: PROPOSED PROJECT (2026)

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	157	1,600	0.098 *	N-S(1):	0.038
	TH	2.00	159	3,200	0.050	N-S(2):	0.100 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	182	2,880	0.063	E-W(2):	0.134 *
	TH	2.00	429	3,200	0.134 *		
	LT	0.00	0	0	0.000	V/C:	0.234
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	118	3,200	0.038		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.334
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.113 *	N-S(1):	0.027
	TH	2.00	116	3,200	0.036	N-S(2):	0.115 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	138	2,880	0.048	E-W(2):	0.163 *
	TH	2.00	520	3,200	0.163 *		
	LT	0.00	0	0	0.000	V/C:	0.278
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	82	3,200	0.027		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.378
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: PROPOSED PROJECT (2026)

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.055 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	157	2,880	0.055 *	E-W(1):	0.082 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.076
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.137
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.257
	TH	2.00	261	3,200	0.082 *		
	LT	1.00	122	1,600	0.076	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.040 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	115	2,880	0.040 *	E-W(1):	0.199 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.047
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.239
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.359
	TH	2.00	636	3,200	0.199 *		
	LT	1.00	75	1,600	0.047	LOS:	A

* = Critical Movement

PROPOSED PROJECT (2026)

MIDDAY PEAK HOUR

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: 2012 BASELINE WITH YTI PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.277 *
	TH	3.00	752	4,800	0.157	N-S(2):	0.157
	LT	1.00	178	1,600	0.111 *	E-W(1):	0.046 *
Westbound	RT	2.00	280	2,880	0.035	E-W(2):	0.035
	TH	0.00	0	0	0.000		
	LT	1.00	74	1,600	0.046 *	V/C:	0.323
Northbound	RT	0.00	74	0	0.000	Lost Time:	0.120
	TH	3.00	725	4,800	0.166 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.443
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2012 BASELINE WITH YTI PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	58	1,600	0.000	N-S(1):	0.070 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	194	2,880	0.067 *	E-W(1):	0.116
Westbound	RT	1.00	289	1,600	0.120	E-W(2):	0.242 *
	TH	1.00	325	1,600	0.203 *		
	LT	1.00	0	1,600	0.000	V/C:	0.312
Northbound	RT	0.00	2	0	0.000	Lost Time:	0.180
	TH	2.00	3	3,200	0.003		
	LT	0.00	5	1,600	0.003 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.492
	TH	2.00	371	3,200	0.116		
	LT	1.00	62	1,600	0.039 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2012 BASELINE WITH YTI PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.57	4	914	0.001	N-S(1):	0.004 *
	TH	0.00	0	0	0.000	N-S(2):	0.001
	LT	0.43	3	686	0.004 *	E-W(1):	0.213
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.285 *
	TH	2.00	906	3,200	0.283 *		
	LT	0.00	0	0	0.000	V/C:	0.289
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.409
	TH	2.00	680	3,200	0.213		
	LT	1.00	3	1,600	0.002 *	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
4	North-South Street:	Alameda Street	East-West Street:	O Street
	Scenario:	Proposed Project (2026)		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		3	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	479	2	**216**		0	0
	Through-Right		1			0	
	Right	169	0	169		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	202	1	**202**		0	0
	Left-Through		0			0	
	Through	521	3	174		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0		0	0
	Left-Through		0			0	
	Through	0	0	**0**		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	**128**		0	**0**
	Left-Through		0			0	
	Through	0	0	0		0	0
	Through-Right		0			0	
	Right	273	1	71		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	418		*North-South:*	0
			East-West:	128		*East-West:*	0
			SUM:	546		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.383			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.283**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
5	North-South Street:	O Street	East-West Street:	Pacific Coast Highway	
	Scenario:	Proposed Project (2026)			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	0	0	**0**		0	0
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	1	132		0	0
	Left-Through		0			0	
	Through	0	0	0		0	**0**
	Through-Right		0			0	
	Right	239	1	35		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	204	1	**204**		0	0
	Left-Through		0			0	
	Through	793	2	397		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	746	2	**314**		0	0
	Through-Right		1			0	
	Right	197	0	197		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	132		*North-South:*	0
			East-West:	518		*East-West:*	0
			SUM:	650		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.456			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.356**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
6	North-South Street:	Henry Ford Avenue	East-West Street:	Denni Street
	Scenario:	Proposed Project (2026)		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		MIDDAY PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	487	2	**244**		0	0
	Through-Right		0			0	
	Right	23	1	23		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	0	**7**		0	0
	Left-Through		1			0	
	Through	323	1	169		0	**0**
	Through-Right		0			0	
	Right	1	0	1		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**		0	0
	Left-Through		0			0	
	Through	2	0	10		0	**0**
	Through-Right		1			0	
	Right	8	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	0	23		0	**0**
	Left-Through		0			0	
	Through	4	0	**54**		0	0
	Through-Right		0			0	
	Right	27	0	0		0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	251		North-South:	0
			East-West:	149		East-West:	0
			SUM:	400		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.281			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.181**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street
	Scenario:	Proposed Project (2026)		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 0	SB --	0	
	EB -- 1	WB --	3	EB -- 0	WB --	0	
ATSAC-1 or ATSAC+ATCS-2?			2			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	167	1	**111**		0	**0**
	Left-Through		1			0	
	Through	167	1	111		0	0
	Through-Right		0			0	
	Right	125	1	48		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	**151**		0	0
	Left-Through		0			0	
	Through	208	2	89		0	**0**
	Through-Right		1			0	
	Right	60	0	60		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110		0	0
	Left-Through		0			0	
	Through	773	2	**387**		0	**0**
	Through-Right		0			0	
	Right	168	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	**77**		0	**0**
	Left-Through		0			0	
	Through	701	2	351		0	0
	Through-Right		0			0	
	Right	148	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	262		*North-South:*	0
			East-West:	464		*East-West:*	0
			SUM:	726		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.528			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.428**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way
	Scenario:	Proposed Project (2026)		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	**32**		0	**0**
	Left-Through		0			0	
	Through	249	2	125		0	0
	Through-Right		0			0	
	Right	74	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	2	47		0	0
	Left-Through		0			0	
	Through	281	1	**162**		0	**0**
	Through-Right		1			0	
	Right	42	0	42		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	71	1	**71**		0	0
	Left-Through		0			0	
	Through	3	0	29		0	**0**
	Through-Right		1			0	
	Right	26	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	0	80		0	**0**
	Left-Through		1			0	
	Through	0	0	80		0	0
	Through-Right		0			0	
	Right	144	1	**97**		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	194		*North-South:*	0
			East-West:	168		*East-West:*	0
			SUM:	362		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.263			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.163**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
9	North-South Street:	Navy Way	East-West Street:	Seaside Avenue (SR 47)
	Scenario:	Proposed Project (2026)		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	2	**102**		0	**0**
	Left-Through		0			0	
	Through	0	0	0		0	0
	Through-Right		0			0	
	Right	568	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0		0	0
	Left-Through		0			0	
	Through	0	0	**0**		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**		0	0
	Left-Through		0			0	
	Through	1,468	3	489		0	**0**
	Through-Right		0			0	
	Right	120	1	18		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	35	2	19		0	**0**
	Left-Through		0			0	
	Through	1,563	3	**521**		0	0
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	102		*North-South:*	0
			East-West:	521		*East-West:*	0
			SUM:	623		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.437			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.337**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

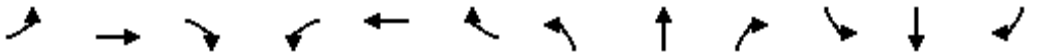
Scenario: 2012 BASELINE WITH YTI PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	5	0	0.000	N-S(1):	0.164 *
	TH	1.00	5	1,600	0.007 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.152 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.101
	TH	2.00	317	3,200	0.100		
	LT	2.00	104	2,880	0.036 *	V/C:	0.316
Northbound	RT	2.00	255	2,880	0.070	Lost Time:	0.180
	TH	0.03	6	42	0.142		
	LT	1.97	447	2,842	0.157 *		
Eastbound	RT	1.00	269	1,600	0.027	ICU:	0.496
	TH	2.00	370	3,200	0.116 *		
	LT	1.00	1	1,600	0.001	LOS:	A

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt								0.884			0.863	0.850
Flt Protected								0.993			0.996	
Satd. Flow (prot)	0	3610	1900	0	3610	0	0	1668	0	0	1551	1534
Flt Permitted								0.993			0.996	
Satd. Flow (perm)	0	3610	1900	0	3610	0	0	1668	0	0	1551	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	4.4

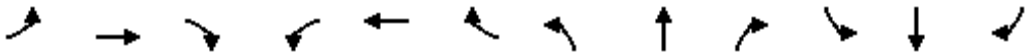
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	231	0	0	24	0	3	0	18	9	1	217
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	231	0	0	24	0	3	0	18	9	1	217

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	231	0	0	244	255	116	140	255	12
Stage 1	-	-	-	-	-	-	231	231	-	24	24	-
Stage 2	-	-	-	-	-	-	13	24	-	116	231	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1604	-	-	1349	-	-	695	652	921	822	652	1072
Stage 1	-	-	-	-	-	-	757	717	-	996	879	-
Stage 2	-	-	-	-	-	-	1011	879	-	882	717	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1604	-	-	1349	-	-	554	652	921	806	652	1072
Mov Capacity-2 Maneuver	-	-	-	-	-	-	554	652	-	806	652	-
Stage 1	-	-	-	-	-	-	757	717	-	996	879	-
Stage 2	-	-	-	-	-	-	805	879	-	865	717	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.4	8.9
HCM LOS			A	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	841	1604	-	-	1349	-	-	1027	1072
HCM Lane V/C Ratio	0.025	-	-	-	-	-	-	0.08	0.135
HCM Control Delay (s)	9.4	0	-	-	0	-	-	8.8	8.9
HCM Lane LOS	A	A			A			A	A
HCM 95th %tile Q(veh)	0.077	0	-	-	0	-	-	0.261	0.466

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.954										
Satd. Flow (prot)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.954										
Satd. Flow (perm)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	249	9	0	0	24	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	249	9	0	0	24	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	24	0	0	9	0	0	531	531	9
Stage 1	-	-	-	-	-	-	507	507	-
Stage 2	-	-	-	-	-	-	24	24	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1604	-	-	1624	-	-	512	457	1079
Stage 1	-	-	-	-	-	-	609	543	-
Stage 2	-	-	-	-	-	-	1004	879	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1604	-	-	1624	-	-	432	0	1079
Mov Capacity-2 Maneuver	-	-	-	-	-	-	432	0	-
Stage 1	-	-	-	-	-	-	514	0	-
Stage 2	-	-	-	-	-	-	1004	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.4	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1604	-	-	1624	-	-
HCM Lane V/C Ratio	+	0.155	-	-	-	-	-
HCM Control Delay (s)	0	7.656	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.55	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2012 BASELINE WITH YTI PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	592	2,880	0.206 *	N-S(1):	0.170
	TH	2.00	115	3,200	0.036	N-S(2):	0.208 *
	LT	0.00	0	0	0.000	E-W(1):	0.008
Westbound	RT	1.00	174	1,600	0.000	E-W(2):	0.053 *
	TH	2.00	169	3,200	0.053 *		
	LT	1.00	13	1,600	0.008	V/C:	0.261
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	545	3,200	0.170		
	LT	1.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.381
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: 2012 BASELINE WITH YTI PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.053 *
	TH	0.15	10	235	0.043	N-S(2):	0.000
	LT	1.85	126	2,668	0.047 *	E-W(1):	0.065
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.238
Northbound	RT	1.00	6	1,600	0.004	Lost Time:	0.120
	TH	2.00	19	3,200	0.006 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.358
	TH	2.00	179	3,200	0.065		
	LT	2.00	534	2,880	0.185 *	LOS:	A

* = Critical Movement

Project: **YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES**
Int# **15**
North/South Street: **PIER S WAY**
East/West Street: **NEW DOCK STREET**

Scenario: **2012 BASELINE WITH YTI PROPOSED PROJECT**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: **MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.158 *
	TH	1.00	59	1,600	0.038 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.086 *
Westbound	RT	0.00	14	0	0.000	E-W(2):	0.058
	TH	3.00	203	4,800	0.045		
	LT	1.00	26	1,600	0.016 *	V/C:	0.244
Northbound	RT	1.00	7	1,600	0.000	Lost Time:	0.180
	TH	0.23	39	362	0.108		
	LT	1.77	306	2,554	0.120 *		
Eastbound	RT	1.00	191	1,600	0.000	ICU:	0.424
	TH	2.00	223	3,200	0.070 *		
	LT	1.00	20	1,600	0.013	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2012 BASELINE WITH YTI PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	88	1,600	0.055	N-S(1):	0.032
	TH	2.00	189	3,200	0.059 *	N-S(2):	0.060 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	250	2,880	0.087	E-W(2):	0.159 *
	TH	2.00	508	3,200	0.159 *		
	LT	0.00	0	0	0.000	V/C:	0.219
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	101	3,200	0.032		
	LT	0.00	2	1,600	0.001 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.319
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: 2012 BASELINE WITH YTI PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.063 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	182	2,880	0.063 *	E-W(1):	0.180 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.061
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.243
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.363
	TH	2.00	576	3,200	0.180 *		
	LT	1.00	98	1,600	0.061	LOS:	A

* = Critical Movement

2026 NEPA BASELINE
(2026 WITHOUT PROJECT)

AM/PM PEAK HOURS

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int # 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: 2026 NEPA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.555 *
	TH	3.00	1,332	4,800	0.278	N-S(2):	0.278
	LT	1.00	268	1,600	0.168 *	E-W(1):	0.173 *
Westbound	RT	1.00	167	2,880	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	497	2,880	0.173 *	V/C:	0.728
Northbound	RT	0.00	184	0	0.000	Lost Time:	0.120
	TH	3.00	1,672	4,800	0.387 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.848
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.369 *
	TH	3.00	1,096	4,800	0.228	N-S(2):	0.228
	LT	1.00	194	1,600	0.121 *	E-W(1):	0.184 *
Westbound	RT	1.97	523	2,880	0.114	E-W(2):	0.114
	TH	0.00	0	0	0.000		
	LT	1.03	272	1,478	0.184 *	V/C:	0.553
Northbound	RT	0.00	116	0	0.000	Lost Time:	0.120
	TH	3.00	1,072	4,800	0.248 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.673
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int # 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2026 NEPA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	378	1,600	0.150 *	N-S(1):	0.158 *
	TH	0.30	14	477	0.029	N-S(2):	0.000
	LT	1.70	80	2,451	0.033	E-W(1):	0.161
Westbound	RT	1.00	545	1,600	0.311 *	E-W(2):	0.397 *
	TH	1.00	341	1,600	0.213		
	LT	1.00	5	1,600	0.003	V/C:	0.555
Northbound	RT	0.00	3	0	0.000	Lost Time:	0.180
	TH	2.00	21	3,200	0.008 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.735
	TH	2.00	503	3,200	0.158		
	LT	1.00	138	1,600	0.086 *	LOS:	C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	267	1,600	0.000	N-S(1):	0.046 *
	TH	0.65	24	1,038	0.023	N-S(2):	0.000
	LT	1.35	50	1,946	0.026 *	E-W(1):	0.221
Westbound	RT	1.00	366	1,600	0.206	E-W(2):	0.494 *
	TH	1.00	463	1,600	0.289 *		
	LT	1.00	10	1,600	0.006	V/C:	0.540
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.180
	TH	2.00	43	3,200	0.020 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	6	0	0.000	ICU:	0.720
	TH	2.00	681	3,200	0.215		
	LT	1.00	328	1,600	0.205 *	LOS:	C

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int # 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2026 NEPA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	445	1,600	0.278 *	N-S(1):	0.000
	TH	0.00	0	0	0.000	N-S(2):	0.278 *
	LT	0.00	0	0	0.000	E-W(1):	0.182 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.129
	TH	2.00	414	3,200	0.129		
	LT	0.00	0	0	0.000 *	V/C:	0.460
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.580
	TH	2.00	583	3,200	0.182 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	172	1,600	0.108 *	N-S(1):	0.000
	TH	0.00	0	0	0.000	N-S(2):	0.108 *
	LT	0.00	0	0	0.000	E-W(1):	0.234 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.212
	TH	2.00	677	3,200	0.212		
	LT	0.00	0	0	0.000 *	V/C:	0.342
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.462
	TH	2.00	749	3,200	0.234 *		
	LT	1.00	0	1,600	0.000	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
4	North-South Street:	Alameda Street	East-West Street:	O Street
	Scenario:	2026 NEPA Baseline		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1,687	2	**633**	983	2	**391**
	Through-Right		1			1	
	Right	211	0	211	189	0	189
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	316	1	**316**	397	1	**397**
	Left-Through		0			0	
	Through	1,599	3	533	906	3	302
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	207	1	**207**	175	1	**175**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	216	1	0	280	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	949		*North-South:*	788
			East-West:	207		*East-West:*	175
			SUM:	1156		*SUM:*	963
	VOLUME/CAPACITY *(V/C)* RATIO:			0.811			0.676
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.711**			**0.576**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
5	North-South Street:	O Street	East-West Street:	Pacific Coast Highway
	Scenario:	2026 NEPA Baseline		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	311	1	**311**	259	1	**259**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	215	1	128	327	1	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	188	1	**188**
	Left-Through		0			0	
	Through	926	2	463	1,164	2	582
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	915	2	**418**	1,169	2	**480**
	Through-Right		1			1	
	Right	340	0	340	271	0	271
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	311		*North-South:*	259
			East-West:	505		*East-West:*	668
			SUM:	816		*SUM:*	927
	VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.651
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.473**			**0.551**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
6	North-South Street:	Henry Ford Avenue	East-West Street:	Denni Street
	Scenario:	2026 NEPA Baseline		
	Count Date:		Analyst: Raju Associates	Date: 12-Aug-13

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	0	EB -- 2	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1,305	2	**653**	875	2	**438**
	Through-Right		0			0	
	Right	18	1	18	20	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	**14**	13	0	**13**
	Left-Through		1			1	
	Through	1,242	1	663	518	1	285
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	589	1	**589**	268	1	**268**
	Left-Through		0			0	
	Through	5	0	11	6	0	8
	Through-Right		1			1	
	Right	6	0	0	2	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	23	0	23
	Left-Through		0			0	
	Through	1	0	**17**	5	0	**61**
	Through-Right		0			0	
	Right	6	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	667		*North-South:*	451
			East-West:	606		*East-West:*	329
			SUM:	1273		*SUM:*	780
	VOLUME/CAPACITY *(V/C)* RATIO:			0.893			0.547
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.793**			**0.447**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street
	Scenario:	2026 NEPA Baseline		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 3	WB -- 3	NB -- 3	SB -- 3	WB -- 3
		EB -- 1		EB -- 1			
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	192	1	192	534	1	**365**
	Left-Through		1			1	
	Through	1,120	1	**560**	561	1	365
	Through-Right		0			0	
	Right	266	1	29	188	1	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	152	1	152	161	1	**161**
	Left-Through		0			0	
	Through	1,093	2	**371**	430	2	152
	Through-Right		1			1	
	Right	20	0	20	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	116	1	116
	Left-Through		0			0	
	Through	883	2	**442**	1,280	2	**640**
	Through-Right		0			0	
	Right	880	1	0	672	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	237	1	**237**	98	1	**98**
	Left-Through		0			0	
	Through	1,096	2	548	1,208	2	604
	Through-Right		0			0	
	Right	129	1	0	188	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	931		*North-South:*	526
			East-West:	679		*East-West:*	738
			SUM:	1610		*SUM:*	1264
VOLUME/CAPACITY *(V/C)* RATIO:				1.171			0.919
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.071**			**0.819**
LEVEL OF SERVICE (LOS):				**F**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way
	Scenario:	2026 NEPA Baseline		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	**15**	18	1	18
	Left-Through		0			0	
	Through	1,123	2	562	771	2	**386**
	Through-Right		0			0	
	Right	72	1	0	53	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	433	2	238	199	2	**109**
	Left-Through		0			0	
	Through	1,586	1	**837**	804	1	455
	Through-Right		1			1	
	Right	88	0	88	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	**75**	105	1	**105**
	Left-Through		0			0	
	Through	5	0	28	2	0	18
	Through-Right		1			1	
	Right	23	0	0	16	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	0	89	88	0	88
	Left-Through		1			1	
	Through	0	0	89	2	0	90
	Through-Right		0			0	
	Right	376	1	**138**	294	1	**185**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	852		*North-South:*	495
			East-West:	213		*East-West:*	290
			SUM:	1065		*SUM:*	785
	VOLUME/CAPACITY *(V/C)* RATIO:			0.775			0.571
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.675**			**0.471**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int # 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

Scenario: 2026 NEPA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

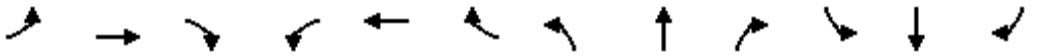
Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	6	0	0.000	N-S(1):	0.098 *
	TH	1.00	8	1,600	0.010 *	N-S(2):	0.000
	LT	0.00	2	1,600	0.001	E-W(1):	0.248 *
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.084
	TH	2.00	247	3,200	0.078		
	LT	2.00	325	2,880	0.113 *	V/C:	0.346
Northbound	RT	2.00	342	2,880	0.062	Lost Time:	0.180
	TH	0.15	19	240	0.079		
	LT	1.85	234	2,664	0.088 *		
Eastbound	RT	1.00	343	1,600	0.135 *	ICU:	0.526
	TH	2.00	185	3,200	0.058		
	LT	1.00	10	1,600	0.006	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	13	0	0.000	N-S(1):	0.217 *
	TH	1.00	10	1,600	0.019 *	N-S(2):	0.000
	LT	0.00	7	1,600	0.004	E-W(1):	0.297 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.058
	TH	2.00	156	3,200	0.050		
	LT	2.00	365	2,880	0.127 *	V/C:	0.514
Northbound	RT	2.00	752	2,880	0.198 *	Lost Time:	0.180
	TH	0.03	7	47	0.149		
	LT	1.97	471	2,838	0.166		
Eastbound	RT	1.00	283	1,600	0.028	ICU:	0.694
	TH	2.00	543	3,200	0.170 *		
	LT	1.00	12	1,600	0.008	LOS:	B

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850						0.850		0.933	0.850
Flt Protected					0.997		0.950				0.974	
Satd. Flow (prot)	0	3610	1615	0	3599	0	1805	0	1615	0	1640	1534
Flt Permitted					0.997		0.950				0.974	
Satd. Flow (perm)	0	3610	1615	0	3599	0	1805	0	1615	0	1640	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	11.7

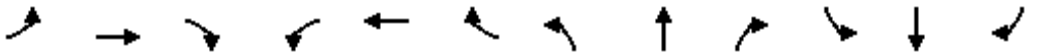
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	703	19	4	56	0	4	0	11	273	15	720
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	0	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	703	19	4	56	0	4	0	11	273	15	720

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	56	0	0	703	0	0	747	767	352	416	767	28
Stage 1	-	-	-	-	-	-	703	703	-	64	64	-
Stage 2	-	-	-	-	-	-	44	64	-	352	703	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1562	-	-	904	-	-	305	335	650	526	335	1047
Stage 1	-	-	-	-	-	-	399	443	-	945	846	-
Stage 2	-	-	-	-	-	-	970	846	-	643	443	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1562	-	-	904	-	-	92	333	650	515	333	1047
Mov Capacity-2 Maneuver	-	-	-	-	-	-	92	333	-	515	333	-
Stage 1	-	-	-	-	-	-	399	443	-	945	842	-
Stage 2	-	-	-	-	-	-	296	842	-	632	443	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	20	20.7
HCM LOS			C	C

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	92	650	1562	-	-	904	-	-	656	1047
HCM Lane V/C Ratio	0.043	0.017	-	-	-	0.004	-	-	0.805	0.458
HCM Control Delay (s)	45.9	10.6	0	-	-	9	0	-	29.2	11.3
HCM Lane LOS	E	B	A			A	A		D	B
HCM 95th %tile Q(veh)	0.135	0.052	0	-	-	0.013	-	-	8.186	2.455

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850						0.850		0.927	0.850
Flt Protected							0.950				0.976	
Satd. Flow (prot)	0	3610	1615	0	3610	0	1805	0	1615	0	1633	1534
Flt Permitted							0.950				0.976	
Satd. Flow (perm)	0	3610	1615	0	3610	0	1805	0	1615	0	1633	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	3.8

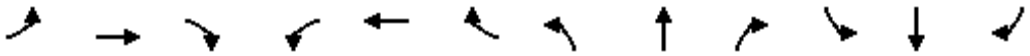
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	591	9	0	135	0	6	0	11	92	3	265
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	0	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	591	9	0	135	0	6	0	11	92	3	265

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	135	0	0	591	0	0	660	726	296	431	726	68
Stage 1	-	-	-	-	-	-	591	591	-	135	135	-
Stage 2	-	-	-	-	-	-	69	135	-	296	591	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1462	-	-	995	-	-	352	354	706	513	354	988
Stage 1	-	-	-	-	-	-	465	498	-	860	789	-
Stage 2	-	-	-	-	-	-	939	789	-	694	498	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1462	-	-	995	-	-	256	354	706	505	354	988
Mov Capacity-2 Maneuver	-	-	-	-	-	-	256	354	-	505	354	-
Stage 1	-	-	-	-	-	-	465	498	-	860	789	-
Stage 2	-	-	-	-	-	-	685	789	-	683	498	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.4	11
HCM LOS			B	B

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	256	706	1462	-	-	995	-	-	655	988
HCM Lane V/C Ratio	0.023	0.016	-	-	-	-	-	-	0.28	0.179
HCM Control Delay (s)	19.4	10.2	0	-	-	0	-	-	12.6	9.4
HCM Lane LOS	C	B	A			A			B	A
HCM 95th %tile Q(veh)	0.072	0.047	0	-	-	0	-	-	1.144	0.649

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						
Flt Protected	0.950	0.961						0.992				
Satd. Flow (prot)	1715	1735	0	0	3610	1615	0	3581	0	0	0	0
Flt Permitted	0.950	0.961						0.992				
Satd. Flow (perm)	1715	1735	0	0	3610	1615	0	3581	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			197			198			274	
Travel Time (s)		2.2			4.5			4.5			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

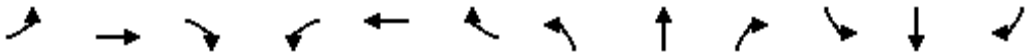
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	634	62	0	0	18	1	43	233	0	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	634	62	0	0	18	1	43	233	0	0	0	0
Number of Lanes	1	1	0	0	2	1	0	2	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	16.8	9.7	11.5
HCM LOS	C	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	36%	0%	100%	82%	0%	0%	0%
Vol Thru, %	64%	100%	0%	18%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	155	349	347	9	9	1
LT Vol	78	155	0	62	9	9	0
Through Vol	0	0	0	0	0	0	1
RT Vol	43	0	349	285	0	0	0
Lane Flow Rate	121	155	349	347	9	9	1
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.222	0.278	0.587	0.576	0.017	0.017	0.001
Departure Headway (Hd)	6.632	6.453	6.058	5.968	6.985	6.985	4.544
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	543	558	600	608	513	513	787
Service Time	4.357	4.179	3.771	3.681	4.719	4.719	2.277
HCM Lane V/C Ratio	0.223	0.278	0.582	0.571	0.018	0.018	0.001
HCM Control Delay	11.2	11.7	17	16.5	9.8	9.8	7.3
HCM Lane LOS	B	B	C	C	A	A	A
HCM 95th-tile Q	0.8	1.1	3.8	3.7	0.1	0.1	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						
Flt Protected	0.950	0.958						0.983				
Satd. Flow (prot)	1715	1729	0	0	3610	1615	0	3549	0	0	0	0
Flt Permitted	0.950	0.958						0.983				
Satd. Flow (perm)	1715	1729	0	0	3610	1615	0	3549	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			197			198			274	
Travel Time (s)		2.2			4.5			4.5			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	543	38	0	0	83	8	52	100	0	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	543	38	0	0	83	8	52	100	0	0	0	0
Number of Lanes	1	1	0	0	2	1	0	2	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	13.3	9.2	10.3
HCM LOS	B	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	61%	0%	100%	87%	0%	0%	0%
Vol Thru, %	39%	100%	0%	13%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	67	288	293	42	42	8
LT Vol	33	67	0	38	42	42	0
Through Vol	0	0	0	0	0	0	8
RT Vol	52	0	288	255	0	0	0
Lane Flow Rate	85	67	288	293	42	42	8
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.155	0.116	0.457	0.461	0.073	0.073	0.009
Departure Headway (Hd)	6.661	6.356	5.72	5.655	6.308	6.308	3.882
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	542	567	625	630	571	571	927
Service Time	4.361	4.056	3.504	3.439	4.008	4.008	1.582
HCM Lane V/C Ratio	0.157	0.118	0.461	0.465	0.074	0.074	0.009
HCM Control Delay	10.6	9.9	13.3	13.3	9.5	9.5	6.6
HCM Lane LOS	B	A	B	B	A	A	A
HCM 95th-tile Q	0.5	0.4	2.4	2.4	0.2	0.2	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int # 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2026 NEPA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	1,689	2,880	0.586 *	N-S(1):	0.518
	TH	2.00	709	3,200	0.222	N-S(2):	0.645 *
	LT	0.00	0	0	0.000	E-W(1):	0.032
Westbound	RT	1.00	54	1,600	0.000	E-W(2):	0.066 *
	TH	2.00	210	3,200	0.066 *		
	LT	1.00	51	1,600	0.032	V/C:	0.711
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	1,656	3,200	0.518		
	LT	1.00	95	1,600	0.059 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.831
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	1,353	2,880	0.470 *	N-S(1):	0.471
	TH	2.00	216	3,200	0.068	N-S(2):	0.497 *
	LT	0.00	0	0	0.000	E-W(1):	0.063 *
Westbound	RT	1.00	123	1,600	0.000	E-W(2):	0.050
	TH	2.00	160	3,200	0.050		
	LT	1.00	101	1,600	0.063 *	V/C:	0.560
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	1,507	3,200	0.471		
	LT	1.00	43	1,600	0.027 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.680
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int # 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: 2026 NEPA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.525 *
	TH	1.00	559	1,600	0.349 *	N-S(2):	0.000
	LT	1.00	191	1,600	0.119	E-W(1):	0.113
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.413 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.938
Northbound	RT	1.00	79	1,600	0.049	Lost Time:	0.120
	TH	2.00	562	3,200	0.176 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	107	0	0.000	ICU:	1.058
	TH	2.00	254	3,200	0.113		
	LT	2.00	1,189	2,880	0.413 *	LOS:	F

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.211 *
	TH	1.00	206	1,600	0.129 *	N-S(2):	0.000
	LT	1.00	113	1,600	0.071	E-W(1):	0.070
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.443 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.654
Northbound	RT	1.00	31	1,600	0.019	Lost Time:	0.120
	TH	2.00	263	3,200	0.082 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.774
	TH	2.00	175	3,200	0.070		
	LT	2.00	1,276	2,880	0.443 *	LOS:	C

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int # 15
North/South Street: PIER S WAY
East/West Street: NEW DOCK STREET

Scenario: 2026 NEPA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1	0	0.000	N-S(1):	0.255 *
	TH	1.00	66	1,600	0.042	N-S(2):	0.000
	LT	1.00	225	1,600	0.141 *	E-W(1):	0.167 *
Westbound	RT	0.00	260	1,600	0.163 *	E-W(2):	0.167 *
	TH	3.00	470	3,200	0.147		
	LT	1.00	61	1,600	0.038 *	V/C:	0.422
Northbound	RT	1.00	103	1,600	0.026	Lost Time:	0.180
	TH	0.43	71	691	0.103		
	LT	1.57	258	2,258	0.114 *		
Eastbound	RT	1.00	295	1,600	0.000	ICU:	0.602
	TH	2.00	413	3,200	0.129 *		
	LT	1.00	6	1,600	0.004 *	LOS:	B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.164 *
	TH	1.00	100	1,600	0.063	N-S(2):	0.000
	LT	1.00	137	1,600	0.086 *	E-W(1):	0.213 *
Westbound	RT	0.00	131	1,600	0.082	E-W(2):	0.090
	TH	3.00	202	3,200	0.063		
	LT	1.00	136	1,600	0.085 *	V/C:	0.377
Northbound	RT	1.00	61	1,600	0.000	Lost Time:	0.180
	TH	0.68	76	1,081	0.070		
	LT	1.32	149	1,907	0.078 *		
Eastbound	RT	1.00	256	1,600	0.000	ICU:	0.557
	TH	2.00	411	3,200	0.128 *		
	LT	1.00	12	1,600	0.008	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int # 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2026 NEPA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	254	1,600	0.159 *	N-S(1):	0.075
	TH	2.00	190	3,200	0.059	N-S(2):	0.161 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	213	2,880	0.074	E-W(2):	0.555 *
	TH	2.00	1,777	3,200	0.555 *		
	LT	0.00	0	0	0.000	V/C:	0.716
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	237	3,200	0.075		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.816
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.175 *	N-S(1):	0.043
	TH	2.00	165	3,200	0.052	N-S(2):	0.177 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	142	2,880	0.049	E-W(2):	0.439 *
	TH	2.00	1,406	3,200	0.439 *		
	LT	0.00	0	0	0.000	V/C:	0.616
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	133	3,200	0.043		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.716
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int # 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: 2026 NEPA BASELINE

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.065 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	188	2,880	0.065 *	E-W(1):	0.422 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.148
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.487
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.607
	TH	2.00	1,351	3,200	0.422 *		
	LT	1.00	237	1,600	0.148	LOS:	B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.056 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	162	2,880	0.056 *	E-W(1):	0.417 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.081
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.473
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.593
	TH	2.00	1,334	3,200	0.417 *		
	LT	1.00	130	1,600	0.081	LOS:	A

* = Critical Movement

2026 NEPA BASELINE
(2026 WITHOUT PROJECT)

MIDDAY PEAK HOUR

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: 2026 NO BUILD

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.354 *
	TH	3.00	964	4,800	0.201	N-S(2):	0.201
	LT	1.00	157	1,600	0.098 *	E-W(1):	0.130 *
Westbound	RT	1.04	194	2,880	0.013	E-W(2):	0.013
	TH	0.00	0	0	0.000		
	LT	1.96	368	2,829	0.130 *	V/C:	0.484
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.120
	TH	3.00	1,178	4,800	0.256 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.604
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2026 NO BUILD

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	184	1,600	0.038 *	N-S(1):	0.041 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	35	2,880	0.012	E-W(1):	0.123
Westbound	RT	1.00	379	1,600	0.226 *	E-W(2):	0.304 *
	TH	1.00	351	1,600	0.219		
	LT	1.00	0	1,600	0.000	V/C:	0.345
Northbound	RT	0.00	2	0	0.000	Lost Time:	0.180
	TH	2.00	4	3,200	0.003		
	LT	0.00	5	1,600	0.003 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.525
	TH	2.00	394	3,200	0.123		
	LT	1.00	124	1,600	0.078 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2026 NO BUILD

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	335	1,600	0.209 *	N-S(1):	0.000
	TH	0.00	0	0	0.000	N-S(2):	0.209 *
	LT	0.00	0	0	0.000	E-W(1):	0.167
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.241 *
	TH	2.00	771	3,200	0.241 *		
	LT	0.00	0	0	0.000	V/C:	0.450
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.570
	TH	2.00	534	3,200	0.167		
	LT	1.00	0	1,600	0.000 *	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
4	North-South Street:	Alameda Street	East-West Street:	O Street
	Scenario:	2026 NEPA Baseline		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	1,008	2	**412**		0	0
	Through-Right		1			0	
	Right	228	0	228		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	297	1	**297**		0	0
	Left-Through		0			0	
	Through	1,094	3	365		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0		0	0
	Left-Through		0			0	
	Through	0	0	**0**		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	1	**172**		0	**0**
	Left-Through		0			0	
	Through	0	0	0		0	0
	Through-Right		0			0	
	Right	331	1	34		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	709		*North-South:*	0
			East-West:	172		*East-West:*	0
			SUM:	881		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.618			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.518**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
5	North-South Street:	O Street	East-West Street:	Pacific Coast Highway
	Scenario:	2026 NEPA Baseline		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	0	0	**0**		0	0
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	287	1	**287**		0	0
	Left-Through		0			0	
	Through	0	0	0		0	**0**
	Through-Right		0			0	
	Right	238	1	75		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	163	1	**163**		0	0
	Left-Through		0			0	
	Through	893	2	447		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	727	2	**356**		0	0
	Through-Right		1			0	
	Right	341	0	341		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	287		*North-South:*	0
			East-West:	519		*East-West:*	0
			SUM:	806		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.566			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.466**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
6	North-South Street:	Henry Ford Avenue	East-West Street:	Denni Street
	Scenario:	2026 NEPA Baseline		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	857	2	**429**		0	0
	Through-Right		0			0	
	Right	23	1	23		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	0	**7**		0	0
	Left-Through		1			0	
	Through	824	1	426		0	**0**
	Through-Right		0			0	
	Right	2	0	2		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	262	1	**262**		0	0
	Left-Through		0			0	
	Through	2	0	10		0	**0**
	Through-Right		1			0	
	Right	8	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	24	0	24		0	**0**
	Left-Through		0			0	
	Through	4	0	**57**		0	0
	Through-Right		0			0	
	Right	29	0	0		0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	436		*North-South:*	0
			East-West:	319		*East-West:*	0
			SUM:	755		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.430**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street
	Scenario:	2026 NEPA Baseline		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --		3	NB -- 0	SB --	0
	EB -- 1	WB --		3	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	288	1	288		0	**0**
	Left-Through		1			0	
	Through	727	1	**364**		0	0
	Through-Right		0			0	
	Right	235	1	60		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	161	1	161		0	0
	Left-Through		0			0	
	Through	776	2	**280**		0	**0**
	Through-Right		1			0	
	Right	63	0	63		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	1	124		0	0
	Left-Through		0			0	
	Through	958	2	**479**		0	**0**
	Through-Right		0			0	
	Right	437	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	**175**		0	**0**
	Left-Through		0			0	
	Through	951	2	476		0	0
	Through-Right		0			0	
	Right	152	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	644		*North-South:*	0
			East-West:	654		*East-West:*	0
			SUM:	1298		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.944			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.844**			0.000
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way
	Scenario:	2026 NEPA Baseline		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 0	SB --	0	
	EB -- 0	WB --	3	EB -- 0	WB --	0	
ATSAC-1 or ATSAC+ATCS-2?			2			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33		0	**0**
	Left-Through		0			0	
	Through	723	2	**362**		0	0
	Through-Right		0			0	
	Right	86	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	293	2	**161**		0	0
	Left-Through		0			0	
	Through	877	1	476		0	**0**
	Through-Right		1			0	
	Right	75	0	75		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**		0	0
	Left-Through		0			0	
	Through	3	0	29		0	**0**
	Through-Right		1			0	
	Right	26	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	106	0	106		0	**0**
	Left-Through		1			0	
	Through	0	0	106		0	0
	Through-Right		0			0	
	Right	271	1	**110**		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	523		*North-South:*	0
			East-West:	205		*East-West:*	0
			SUM:	728		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.529			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.429**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

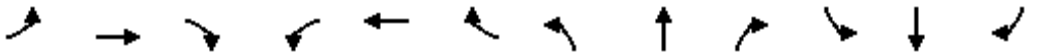
Scenario: 2026 NO BUILD

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	6	0	0.000	N-S(1):	0.128 *
	TH	1.00	6	1,600	0.008 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.162 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.064
	TH	2.00	197	3,200	0.063		
	LT	2.00	219	2,880	0.076 *	V/C:	0.290
Northbound	RT	2.00	367	2,880	0.089	Lost Time:	0.180
	TH	0.03	6	55	0.108		
	LT	1.97	341	2,830	0.120 *		
Eastbound	RT	1.00	223	1,600	0.031	ICU:	0.470
	TH	2.00	274	3,200	0.086 *		
	LT	1.00	2	1,600	0.001	LOS:	A

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt									0.850		0.940	0.850
Flt Protected							0.950				0.971	
Satd. Flow (prot)	0	3610	1900	0	3610	0	1805	0	1615	0	1647	1534
Flt Permitted							0.950				0.971	
Satd. Flow (perm)	0	3610	1900	0	3610	0	1805	0	1615	0	1647	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	6.1

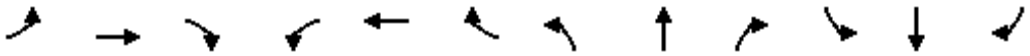
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	473	0	0	68	0	3	0	22	175	4	396
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	0	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	473	0	0	68	0	3	0	22	175	4	396

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	68	0	0	473	0	0	509	541	237	305	541	34
Stage 1	-	-	-	-	-	-	473	473	-	68	68	-
Stage 2	-	-	-	-	-	-	36	68	-	237	473	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1546	-	-	1099	-	-	452	451	771	630	451	1038
Stage 1	-	-	-	-	-	-	546	562	-	940	842	-
Stage 2	-	-	-	-	-	-	981	842	-	751	562	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1546	-	-	1099	-	-	278	451	771	612	451	1038
Mov Capacity-2 Maneuver	-	-	-	-	-	-	278	451	-	612	451	-
Stage 1	-	-	-	-	-	-	546	562	-	940	842	-
Stage 2	-	-	-	-	-	-	604	842	-	730	562	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.8	11.7
HCM LOS			B	B

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	278	771	1546	-	-	1099	-	-	737	1038
HCM Lane V/C Ratio	0.011	0.029	-	-	-	-	-	-	0.422	0.254
HCM Control Delay (s)	18.1	9.8	0	-	-	0	-	-	13.4	9.6
HCM Lane LOS	C	A	A			A			B	A
HCM 95th %tile Q(veh)	0.033	0.088	0	-	-	0	-	-	2.107	1.013

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						
Flt Protected	0.950	0.956						0.990				
Satd. Flow (prot)	1715	1726	0	0	3610	1615	0	3574	0	0	0	0
Flt Permitted	0.950	0.956						0.990				
Satd. Flow (perm)	1715	1726	0	0	3610	1615	0	3574	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			197			198			274	
Travel Time (s)		2.2			4.5			4.5			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	447	21	0	0	23	2	45	170	0	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	447	21	0	0	23	2	45	170	0	0	0	0
Number of Lanes	1	1	0	0	2	1	0	2	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	11.8	8.9	10
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	44%	0%	100%	91%	0%	0%	0%
Vol Thru, %	56%	100%	0%	9%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	113	232	236	12	12	2
LT Vol	57	113	0	21	12	12	0
Through Vol	0	0	0	0	0	0	2
RT Vol	45	0	232	215	0	0	0
Lane Flow Rate	102	113	232	236	12	12	2
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.171	0.184	0.371	0.373	0.02	0.02	0.002
Departure Headway (Hd)	6.061	5.84	5.74	5.695	6.261	6.261	3.833
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	589	611	623	629	575	575	939
Service Time	3.829	3.607	3.505	3.46	3.961	3.961	1.533
HCM Lane V/C Ratio	0.173	0.185	0.372	0.375	0.021	0.021	0.002
HCM Control Delay	10.1	9.9	11.9	11.8	9.1	9.1	6.5
HCM Lane LOS	B	A	B	B	A	A	A
HCM 95th-tile Q	0.6	0.7	1.7	1.7	0.1	0.1	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2026 NO BUILD

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	1,327	2,880	0.461 *	N-S(1):	0.388
	TH	2.00	431	3,200	0.135	N-S(2):	0.506 *
	LT	0.00	0	0	0.000	E-W(1):	0.028
Westbound	RT	1.00	87	1,600	0.000	E-W(2):	0.057 *
	TH	2.00	181	3,200	0.057 *		
	LT	1.00	45	1,600	0.028	V/C:	0.563
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	1,240	3,200	0.388		
	LT	1.00	72	1,600	0.045 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.683
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: 2026 NO BUILD

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.388 *
	TH	1.00	410	1,600	0.256 *	N-S(2):	0.000
	LT	1.00	59	1,600	0.037	E-W(1):	0.084
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.312 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.700
Northbound	RT	1.00	74	1,600	0.046	Lost Time:	0.120
	TH	2.00	422	3,200	0.132 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.820
	TH	2.00	158	3,200	0.084		
	LT	2.00	899	2,880	0.312 *	LOS:	D

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 15
North/South Street: PIER S WAY
East/West Street: NEW DOCK STREET

Scenario: 2026 NO BUILD

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.228 *
	TH	1.00	106	1,600	0.068	N-S(2):	0.000
	LT	1.00	161	1,600	0.101 *	E-W(1):	0.109
Westbound	RT	0.00	176	1,600	0.110 *	E-W(2):	0.123 *
	TH	3.00	199	3,200	0.062		
	LT	1.00	49	1,600	0.031	V/C:	0.351
Northbound	RT	1.00	56	1,600	0.004	Lost Time:	0.180
	TH	0.41	75	654	0.115		
	LT	1.59	292	2,291	0.127 *		
Eastbound	RT	1.00	218	1,600	0.000	ICU:	0.531
	TH	2.00	251	3,200	0.078		
	LT	1.00	21	1,600	0.013 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2026 NO BUILD

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	199	1,600	0.124 *	N-S(1):	0.049
	TH	2.00	236	3,200	0.074	N-S(2):	0.125 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	266	2,880	0.092	E-W(2):	0.411 *
	TH	2.00	1,316	3,200	0.411 *		
	LT	0.00	0	0	0.000	V/C:	0.536
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	156	3,200	0.049		
	LT	0.00	2	1,600	0.001 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.636
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: 2026 NO BUILD

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.076 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	218	2,880	0.076 *	E-W(1):	0.308 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.101
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.384
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.504
	TH	2.00	985	3,200	0.308 *		
	LT	1.00	162	1,600	0.101	LOS:	A

* = Critical Movement

2026 PROPOSED PROJECT

AM/PM PEAK HOURS

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: 2026 PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.557 *
	TH	3.00	1,346	4,800	0.280	N-S(2):	0.280
	LT	1.00	268	1,600	0.168 *	E-W(1):	0.173 *
Westbound	RT	1.00	167	2,880	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	499	2,880	0.173 *	V/C:	0.730
Northbound	RT	0.00	185	0	0.000	Lost Time:	0.120
	TH	3.00	1,684	4,800	0.389 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.850
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.370 *
	TH	3.00	1,101	4,800	0.229	N-S(2):	0.229
	LT	1.00	194	1,600	0.121 *	E-W(1):	0.184 *
Westbound	RT	1.97	523	2,880	0.114	E-W(2):	0.114
	TH	0.00	0	0	0.000		
	LT	1.03	273	1,482	0.184 *	V/C:	0.554
Northbound	RT	0.00	117	0	0.000	Lost Time:	0.120
	TH	3.00	1,078	4,800	0.249 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.674
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2026 PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	379	1,600	0.151 *	N-S(1):	0.159 *
	TH	0.30	14	477	0.029	N-S(2):	0.000
	LT	1.70	80	2,451	0.033	E-W(1):	0.162
Westbound	RT	1.00	547	1,600	0.313 *	E-W(2):	0.399 *
	TH	1.00	341	1,600	0.213		
	LT	1.00	5	1,600	0.003	V/C:	0.558
Northbound	RT	0.00	3	0	0.000	Lost Time:	0.180
	TH	2.00	21	3,200	0.008 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.738
	TH	2.00	505	3,200	0.159		
	LT	1.00	138	1,600	0.086 *	LOS:	C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	268	1,600	0.000	N-S(1):	0.046 *
	TH	0.65	24	1,038	0.023	N-S(2):	0.000
	LT	1.35	50	1,946	0.026 *	E-W(1):	0.221
Westbound	RT	1.00	367	1,600	0.206	E-W(2):	0.494 *
	TH	1.00	463	1,600	0.289 *		
	LT	1.00	10	1,600	0.006	V/C:	0.540
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.180
	TH	2.00	43	3,200	0.020 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	6	0	0.000	ICU:	0.720
	TH	2.00	681	3,200	0.215		
	LT	1.00	328	1,600	0.205 *	LOS:	C

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2026 PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	446	1,600	0.279 *	N-S(1):	0.000
	TH	0.00	0	0	0.000	N-S(2):	0.279 *
	LT	0.00	0	0	0.000	E-W(1):	0.183 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.129
	TH	2.00	414	3,200	0.129		
	LT	0.00	0	0	0.000 *	V/C:	0.462
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.582
	TH	2.00	584	3,200	0.183 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	173	1,600	0.108 *	N-S(1):	0.000
	TH	0.00	0	0	0.000	N-S(2):	0.108 *
	LT	0.00	0	0	0.000	E-W(1):	0.234 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.212
	TH	2.00	677	3,200	0.212		
	LT	0.00	0	0	0.000 *	V/C:	0.342
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.462
	TH	2.00	750	3,200	0.234 *		
	LT	1.00	0	1,600	0.000	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
4	North-South Street:	Alameda Street	East-West Street:	O Street
	Scenario:	2026 Proposed Project		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1,702	2	**638**	990	2	**393**
	Through-Right		1			1	
	Right	212	0	212	189	0	189
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	316	1	**316**	397	1	**397**
	Left-Through		0			0	
	Through	1,615	3	538	911	3	304
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	207	1	**207**	175	1	**175**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	216	1	0	280	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	954		*North-South:*	790
			East-West:	207		*East-West:*	175
			SUM:	1161		*SUM:*	965
	VOLUME/CAPACITY *(V/C)* RATIO:			0.815			0.677
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.715**			**0.577**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
5	North-South Street:	O Street	East-West Street:	Pacific Coast Highway
	Scenario:	2026 Proposed Project		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	311	1	**311**	259	1	**259**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	216	1	129	328	1	140
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	188	1	**188**
	Left-Through		0			0	
	Through	926	2	463	1,164	2	582
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	915	2	**418**	1,169	2	**480**
	Through-Right		1			1	
	Right	340	0	340	271	0	271
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	311		*North-South:*	259
			East-West:	505		*East-West:*	668
			SUM:	816		*SUM:*	927
	VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.651
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.473**			**0.551**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
6	North-South Street:	Henry Ford Avenue	East-West Street:	Denni Street
	Scenario:	2026 Proposed Project		
	Count Date:		Analyst: Raju Associates	Date: 12-Aug-13

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	0	EB -- 2	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1,321	2	**661**	882	2	**441**
	Through-Right		0			0	
	Right	18	1	18	20	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	**14**	13	0	**13**
	Left-Through		1			1	
	Through	1,258	1	671	524	1	288
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	589	1	**589**	268	1	**268**
	Left-Through		0			0	
	Through	5	0	11	6	0	8
	Through-Right		1			1	
	Right	6	0	0	2	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	23	0	23
	Left-Through		0			0	
	Through	1	0	**17**	5	0	**61**
	Through-Right		0			0	
	Right	6	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	675		*North-South:*	454
			East-West:	606		*East-West:*	329
			SUM:	1281		*SUM:*	783
	VOLUME/CAPACITY *(V/C)* RATIO:			0.899			0.549
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.799**			**0.449**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street
	Scenario:	2026 Proposed Project		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 1	WB --	3	EB -- 1	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	195	1	195	540	1	**369**
	Left-Through		1			1	
	Through	1,136	1	**568**	568	1	369
	Through-Right		0			0	
	Right	266	1	29	188	1	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	152	1	152	161	1	**161**
	Left-Through		0			0	
	Through	1,109	2	**376**	435	2	154
	Through-Right		1			1	
	Right	20	0	20	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	116	1	116
	Left-Through		0			0	
	Through	883	2	**442**	1,280	2	**640**
	Through-Right		0			0	
	Right	889	1	0	679	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	237	1	**237**	98	1	**98**
	Left-Through		0			0	
	Through	1,096	2	548	1,208	2	604
	Through-Right		0			0	
	Right	129	1	0	188	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	944		*North-South:*	530
			East-West:	679		*East-West:*	738
			SUM:	1623		*SUM:*	1268
	VOLUME/CAPACITY *(V/C)* RATIO:			1.180			0.922
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.080**			**0.822**
	LEVEL OF SERVICE (LOS):			**F**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way
	Scenario:	2026 Proposed Project		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	**15**	18	1	18
	Left-Through		0			0	
	Through	1,140	2	570	783	2	**392**
	Through-Right		0			0	
	Right	72	1	0	53	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	433	2	238	199	2	**109**
	Left-Through		0			0	
	Through	1,611	1	**850**	816	1	461
	Through-Right		1			1	
	Right	88	0	88	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	**75**	105	1	**105**
	Left-Through		0			0	
	Through	5	0	28	2	0	18
	Through-Right		1			1	
	Right	23	0	0	16	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	0	89	89	0	89
	Left-Through		1			1	
	Through	0	0	89	2	0	91
	Through-Right		0			0	
	Right	376	1	**138**	294	1	**185**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	865		*North-South:*	501
			East-West:	213		*East-West:*	290
			SUM:	1078		*SUM:*	791
	VOLUME/CAPACITY *(V/C)* RATIO:			0.784			0.575
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.684**			**0.475**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

Scenario: 2026 PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

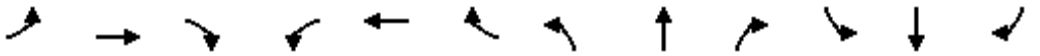
Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	6	0	0.000	N-S(1):	0.098 *
	TH	1.00	8	1,600	0.010 *	N-S(2):	0.000
	LT	0.00	2	1,600	0.001	E-W(1):	0.249 *
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.084
	TH	2.00	247	3,200	0.078		
	LT	2.00	326	2,880	0.113 *	V/C:	0.347
Northbound	RT	2.00	344	2,880	0.063	Lost Time:	0.180
	TH	0.15	19	240	0.079		
	LT	1.85	234	2,664	0.088 *		
Eastbound	RT	1.00	344	1,600	0.136 *	ICU:	0.527
	TH	2.00	185	3,200	0.058		
	LT	1.00	10	1,600	0.006	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	13	0	0.000	N-S(1):	0.219 *
	TH	1.00	10	1,600	0.019 *	N-S(2):	0.000
	LT	0.00	7	1,600	0.004	E-W(1):	0.297 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.058
	TH	2.00	156	3,200	0.050		
	LT	2.00	366	2,880	0.127 *	V/C:	0.516
Northbound	RT	2.00	758	2,880	0.200 *	Lost Time:	0.180
	TH	0.03	7	47	0.149		
	LT	1.97	471	2,838	0.166		
Eastbound	RT	1.00	283	1,600	0.028	ICU:	0.696
	TH	2.00	543	3,200	0.170 *		
	LT	1.00	12	1,600	0.008	LOS:	B

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850					0.901			0.930	0.850
Flt Protected					0.997			0.987			0.975	
Satd. Flow (prot)	0	3610	1615	0	3599	0	0	1690	0	0	1637	1534
Flt Permitted					0.997			0.987			0.975	
Satd. Flow (perm)	0	3610	1615	0	3599	0	0	1690	0	0	1637	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	12.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	729	19	4	58	0	4	0	11	273	15	759
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	729	19	4	58	0	4	0	11	273	15	759

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	58	0	0	729	0	0	774	795	365	431	795	29
Stage 1	-	-	-	-	-	-	729	729	-	66	66	-
Stage 2	-	-	-	-	-	-	45	66	-	365	729	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1559	-	-	884	-	-	292	323	638	513	323	1046
Stage 1	-	-	-	-	-	-	385	431	-	943	844	-
Stage 2	-	-	-	-	-	-	969	844	-	632	431	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1559	-	-	884	-	-	77	321	638	502	321	1046
Mov Capacity-2 Maneuver	-	-	-	-	-	-	77	321	-	502	321	-
Stage 1	-	-	-	-	-	-	385	431	-	943	840	-
Stage 2	-	-	-	-	-	-	260	840	-	621	431	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	22.8	22.1
HCM LOS			C	C

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	217	1559	-	-	884	-	-	650	1046
HCM Lane V/C Ratio	0.069	-	-	-	0.005	-	-	0.832	0.484
HCM Control Delay (s)	22.8	0	-	-	9.091	0	-	32	11.6
HCM Lane LOS	C	A			A	A		D	B
HCM 95th %tile Q(veh)	0.221	0	-	-	0.014	-	-	8.976	2.703

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850						0.850		0.924	0.850
Flt Protected							0.950				0.977	
Satd. Flow (prot)	0	3610	1615	0	3610	0	1805	0	1615	0	1629	1534
Flt Permitted							0.950				0.977	
Satd. Flow (perm)	0	3610	1615	0	3610	0	1805	0	1615	0	1629	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	614	9	0	135	0	6	0	11	92	3	281
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	0	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	614	9	0	135	0	6	0	11	92	3	281

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	135	0	0	614	0	0	683	749	307	442	749	68
Stage 1	-	-	-	-	-	-	614	614	-	135	135	-
Stage 2	-	-	-	-	-	-	69	135	-	307	614	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1462	-	-	975	-	-	339	343	695	504	343	988
Stage 1	-	-	-	-	-	-	451	486	-	860	789	-
Stage 2	-	-	-	-	-	-	939	789	-	683	486	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1462	-	-	975	-	-	241	343	695	496	343	988
Mov Capacity-2 Maneuver	-	-	-	-	-	-	241	343	-	496	343	-
Stage 1	-	-	-	-	-	-	451	486	-	860	789	-
Stage 2	-	-	-	-	-	-	669	789	-	672	486	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.8	11.1
HCM LOS			B	B

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	241	695	1462	-	-	975	-	-	653	988
HCM Lane V/C Ratio	0.025	0.016	-	-	-	-	-	-	0.289	0.19
HCM Control Delay (s)	20.3	10.3	0	-	-	0	-	-	12.7	9.5
HCM Lane LOS	C	B	A			A			B	A
HCM 95th %tile Q(veh)	0.076	0.048	0	-	-	0	-	-	1.194	0.697

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						
Flt Protected	0.950	0.960						0.992				
Satd. Flow (prot)	1715	1733	0	0	3610	1615	0	3581	0	0	0	0
Flt Permitted	0.950	0.960						0.992				
Satd. Flow (perm)	1715	1733	0	0	3610	1615	0	3581	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			197			198			274	
Travel Time (s)		2.2			4.5			4.5			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	15.8
Intersection LOS	C

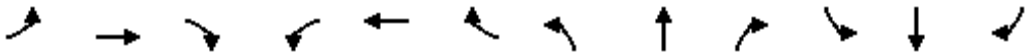
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	660	63	0	0	19	1	43	233	0	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	660	63	0	0	19	1	43	233	0	0	0	0
Number of Lanes	1	1	0	0	2	1	0	2	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	17.6	9.8	11.6
HCM LOS	C	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	36%	0%	100%	82%	0%	0%	0%
Vol Thru, %	64%	100%	0%	18%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	155	363	360	10	10	1
LT Vol	78	155	0	63	10	10	0
Through Vol	0	0	0	0	0	0	1
RT Vol	43	0	363	297	0	0	0
Lane Flow Rate	121	155	363	360	10	10	1
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.224	0.281	0.612	0.598	0.019	0.019	0.001
Departure Headway (Hd)	6.691	6.513	6.068	5.98	7.04	7.04	4.598
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	537	553	595	605	509	509	777
Service Time	4.422	4.244	3.786	3.698	4.778	4.778	2.336
HCM Lane V/C Ratio	0.225	0.28	0.61	0.595	0.02	0.02	0.001
HCM Control Delay	11.4	11.8	17.9	17.2	9.9	9.9	7.3
HCM Lane LOS	B	B	C	C	A	A	A
HCM 95th-tile Q	0.9	1.1	4.1	3.9	0.1	0.1	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						
Flt Protected	0.950	0.958						0.983				
Satd. Flow (prot)	1715	1729	0	0	3610	1615	0	3549	0	0	0	0
Flt Permitted	0.950	0.958						0.983				
Satd. Flow (perm)	1715	1729	0	0	3610	1615	0	3549	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			197			198			274	
Travel Time (s)		2.2			4.5			4.5			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	566	38	0	0	83	8	52	100	0	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	566	38	0	0	83	8	52	100	0	0	0	0
Number of Lanes	1	1	0	0	2	1	0	2	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	13.6	9.3	10.4
HCM LOS	B	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	61%	0%	100%	88%	0%	0%	0%
Vol Thru, %	39%	100%	0%	12%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	67	300	304	42	42	8
LT Vol	33	67	0	38	42	42	0
Through Vol	0	0	0	0	0	0	8
RT Vol	52	0	300	266	0	0	0
Lane Flow Rate	85	67	300	304	42	42	8
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.159	0.119	0.477	0.478	0.073	0.073	0.009
Departure Headway (Hd)	6.707	6.402	5.724	5.661	6.358	6.358	3.931
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	563	624	629	566	566	914
Service Time	4.412	4.107	3.518	3.455	4.066	4.066	1.638
HCM Lane V/C Ratio	0.158	0.119	0.481	0.483	0.074	0.074	0.009
HCM Control Delay	10.7	10	13.7	13.6	9.6	9.6	6.7
HCM Lane LOS	B	A	B	B	A	A	A
HCM 95th-tile Q	0.6	0.4	2.6	2.6	0.2	0.2	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2026 PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	1,689	2,880	0.586 *	N-S(1):	0.518
	TH	2.00	709	3,200	0.222	N-S(2):	0.645 *
	LT	0.00	0	0	0.000	E-W(1):	0.032
Westbound	RT	1.00	54	1,600	0.000	E-W(2):	0.069 *
	TH	2.00	222	3,200	0.069 *		
	LT	1.00	51	1,600	0.032	V/C:	0.714
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	1,656	3,200	0.518		
	LT	1.00	95	1,600	0.059 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.834
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	1,353	2,880	0.470 *	N-S(1):	0.471
	TH	2.00	216	3,200	0.068	N-S(2):	0.497 *
	LT	0.00	0	0	0.000	E-W(1):	0.063 *
Westbound	RT	1.00	123	1,600	0.000	E-W(2):	0.051
	TH	2.00	164	3,200	0.051		
	LT	1.00	101	1,600	0.063 *	V/C:	0.560
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	1,507	3,200	0.471		
	LT	1.00	43	1,600	0.027 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.680
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: 2026 PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.525 *
	TH	1.00	559	1,600	0.349 *	N-S(2):	0.000
	LT	1.00	191	1,600	0.119	E-W(1):	0.116
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.413 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.938
Northbound	RT	1.00	79	1,600	0.049	Lost Time:	0.120
	TH	2.00	562	3,200	0.176 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	108	0	0.000	ICU:	1.058
	TH	2.00	263	3,200	0.116		
	LT	2.00	1,189	2,880	0.413 *	LOS:	F

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.211 *
	TH	1.00	206	1,600	0.129 *	N-S(2):	0.000
	LT	1.00	113	1,600	0.071	E-W(1):	0.071
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.443 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.654
Northbound	RT	1.00	31	1,600	0.019	Lost Time:	0.120
	TH	2.00	263	3,200	0.082 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.774
	TH	2.00	180	3,200	0.071		
	LT	2.00	1,276	2,880	0.443 *	LOS:	C

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 15
North/South Street: PIER S WAY
East/West Street: NEW DOCK STREET

Scenario: 2026 PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1	0	0.000	N-S(1):	0.263 *
	TH	1.00	66	1,600	0.042	N-S(2):	0.000
	LT	1.00	225	1,600	0.141 *	E-W(1):	0.176 *
Westbound	RT	0.00	260	1,600	0.163	E-W(2):	0.167
	TH	3.00	508	3,200	0.159		
	LT	1.00	61	1,600	0.038 *	V/C:	0.439
Northbound	RT	1.00	103	1,600	0.026	Lost Time:	0.180
	TH	0.40	71	645	0.110		
	LT	1.60	281	2,299	0.122 *		
Eastbound	RT	1.00	316	1,600	0.000	ICU:	0.619
	TH	2.00	440	3,200	0.138 *		
	LT	1.00	6	1,600	0.004	LOS:	B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1	0	0.000	N-S(1):	0.168 *
	TH	1.00	100	1,600	0.063	N-S(2):	0.000
	LT	1.00	137	1,600	0.086 *	E-W(1):	0.221 *
Westbound	RT	0.00	131	1,600	0.082	E-W(2):	0.090
	TH	3.00	219	3,200	0.068		
	LT	1.00	136	1,600	0.085 *	V/C:	0.389
Northbound	RT	1.00	61	1,600	0.000	Lost Time:	0.180
	TH	0.65	76	1,035	0.073		
	LT	1.35	159	1,949	0.082 *		
Eastbound	RT	1.00	276	1,600	0.000	ICU:	0.569
	TH	2.00	434	3,200	0.136 *		
	LT	1.00	12	1,600	0.008	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2026 PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	267	1,600	0.167 *	N-S(1):	0.078
	TH	2.00	199	3,200	0.062	N-S(2):	0.169 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	224	2,880	0.078	E-W(2):	0.555 *
	TH	2.00	1,777	3,200	0.555 *		
	LT	0.00	0	0	0.000	V/C:	0.724
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	248	3,200	0.078		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.824
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1):	0.044
	TH	2.00	171	3,200	0.053	N-S(2):	0.186 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	146	2,880	0.051	E-W(2):	0.439 *
	TH	2.00	1,406	3,200	0.439 *		
	LT	0.00	0	0	0.000	V/C:	0.625
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	138	3,200	0.044		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.725
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: 2026 PROPOSED PROJECT

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.068 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	197	2,880	0.068 *	E-W(1):	0.422 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.155
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.490
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.610
	TH	2.00	1,351	3,200	0.422 *		
	LT	1.00	248	1,600	0.155	LOS:	B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.058 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	168	2,880	0.058 *	E-W(1):	0.417 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.084
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.475
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.595
	TH	2.00	1,334	3,200	0.417 *		
	LT	1.00	135	1,600	0.084	LOS:	A

* = Critical Movement

2026 PROPOSED PROJECT

MIDDAY PEAK HOUR

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: 2026 BUILD

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.356 *
	TH	3.00	973	4,800	0.203	N-S(2):	0.203
	LT	1.00	157	1,600	0.098 *	E-W(1):	0.130 *
Westbound	RT	1.03	194	2,880	0.013	E-W(2):	0.013
	TH	0.00	0	0	0.000		
	LT	1.97	369	2,831	0.130 *	V/C:	0.486
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.120
	TH	3.00	1,186	4,800	0.258 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.606
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2026 BUILD

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	184	1,600	0.038 *	N-S(1):	0.041 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	35	2,880	0.012	E-W(1):	0.123
Westbound	RT	1.00	380	1,600	0.227 *	E-W(2):	0.305 *
	TH	1.00	352	1,600	0.220		
	LT	1.00	0	1,600	0.000	V/C:	0.346
Northbound	RT	0.00	2	0	0.000	Lost Time:	0.180
	TH	2.00	4	3,200	0.003		
	LT	0.00	5	1,600	0.003 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.526
	TH	2.00	395	3,200	0.123		
	LT	1.00	124	1,600	0.078 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2026 BUILD

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	336	1,600	0.210 *	N-S(1):	0.000
	TH	0.00	0	0	0.000	N-S(2):	0.210 *
	LT	0.00	0	0	0.000	E-W(1):	0.167
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.241 *
	TH	2.00	772	3,200	0.241 *		
	LT	0.00	0	0	0.000	V/C:	0.451
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.571
	TH	2.00	535	3,200	0.167		
	LT	1.00	0	1,600	0.000 *	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
4	North-South Street:	Alameda Street	East-West Street:	O Street
	Scenario:	2026 Proposed Project		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	1,017	2	**415**		0	0
	Through-Right		1			0	
	Right	229	0	229		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	297	1	**297**		0	0
	Left-Through		0			0	
	Through	1,105	3	368		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0		0	0
	Left-Through		0			0	
	Through	0	0	**0**		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	1	**172**		0	**0**
	Left-Through		0			0	
	Through	0	0	0		0	0
	Through-Right		0			0	
	Right	331	1	34		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	712		*North-South:*	0
			East-West:	172		*East-West:*	0
			SUM:	884		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.620			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.520**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
5	North-South Street:	O Street	East-West Street:	Pacific Coast Highway
	Scenario:	2026 Proposed Project		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	0	
	EB -- 0	WB --	0	EB -- 0	WB --	0	
ATSAC-1 or ATSAC+ATCS-2?			2			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	0	0	**0**		0	0
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	287	1	**287**		0	0
	Left-Through		0			0	
	Through	0	0	0		0	**0**
	Through-Right		0			0	
	Right	238	1	75		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	163	1	**163**		0	0
	Left-Through		0			0	
	Through	894	2	447		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	727	2	**356**		0	0
	Through-Right		1			0	
	Right	341	0	341		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	287		*North-South:*	0
			East-West:	519		*East-West:*	0
			SUM:	806		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.566			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.466**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
6	North-South Street:	Henry Ford Avenue	East-West Street:	Denni Street
	Scenario:	2026 Proposed Project		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	866	2	**433**		0	0
	Through-Right		0			0	
	Right	23	1	23		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	0	**7**		0	0
	Left-Through		1			0	
	Through	835	1	432		0	**0**
	Through-Right		0			0	
	Right	2	0	2		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	262	1	**262**		0	0
	Left-Through		0			0	
	Through	2	0	10		0	**0**
	Through-Right		1			0	
	Right	8	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	24	0	24		0	**0**
	Left-Through		0			0	
	Through	4	0	**57**		0	0
	Through-Right		0			0	
	Right	29	0	0		0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0
			East-West:	319		*East-West:*	0
			SUM:	759		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.433**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street
	Scenario:	2026 Proposed Project		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --		3	NB -- 0	SB --	0
	EB -- 1	WB --		3	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	291	1	291		0	**0**
	Left-Through		1			0	
	Through	736	1	**368**		0	0
	Through-Right		0			0	
	Right	235	1	60		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	161	1	161		0	0
	Left-Through		0			0	
	Through	786	2	**283**		0	**0**
	Through-Right		1			0	
	Right	63	0	63		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	1	124		0	0
	Left-Through		0			0	
	Through	958	2	**479**		0	**0**
	Through-Right		0			0	
	Right	441	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	**175**		0	**0**
	Left-Through		0			0	
	Through	951	2	476		0	0
	Through-Right		0			0	
	Right	152	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	651		*North-South:*	0
			East-West:	654		*East-West:*	0
			SUM:	1305		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.949			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.849**			0.000
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way
	Scenario:	2026 Proposed Project		
	Count Date:		Analyst: Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		3	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33		0	**0**
	Left-Through		0			0	
	Through	734	2	**367**		0	0
	Through-Right		0			0	
	Right	86	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	293	2	**161**		0	0
	Left-Through		0			0	
	Through	891	1	483		0	**0**
	Through-Right		1			0	
	Right	75	0	75		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**		0	0
	Left-Through		0			0	
	Through	3	0	29		0	**0**
	Through-Right		1			0	
	Right	26	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	106	0	106		0	**0**
	Left-Through		1			0	
	Through	0	0	106		0	0
	Through-Right		0			0	
	Right	271	1	**110**		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	528		*North-South:*	0
			East-West:	205		*East-West:*	0
			SUM:	733		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.433**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

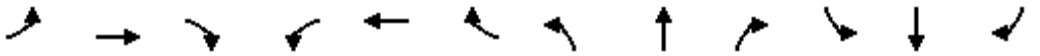
Scenario: 2026 BUILD

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	6	0	0.000	N-S(1):	0.129 *
	TH	1.00	6	1,600	0.008 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.162 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.064
	TH	2.00	197	3,200	0.063		
	LT	2.00	219	2,880	0.076 *	V/C:	0.291
Northbound	RT	2.00	368	2,880	0.090	Lost Time:	0.180
	TH	0.03	6	55	0.109		
	LT	1.97	342	2,830	0.121 *		
Eastbound	RT	1.00	224	1,600	0.031	ICU:	0.471
	TH	2.00	274	3,200	0.086 *		
	LT	1.00	2	1,600	0.001	LOS:	A

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt									0.850		0.940	0.850
Flt Protected							0.950				0.971	
Satd. Flow (prot)	0	3610	1900	0	3610	0	1805	0	1615	0	1647	1534
Flt Permitted							0.950				0.971	
Satd. Flow (perm)	0	3610	1900	0	3610	0	1805	0	1615	0	1647	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	6.1

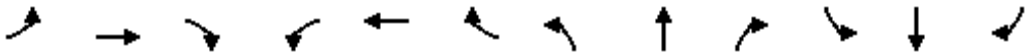
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	473	0	0	68	0	3	0	22	175	4	396
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	0	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	473	0	0	68	0	3	0	22	175	4	396

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	68	0	0	473	0	0	509	541	237	305	541	34
Stage 1	-	-	-	-	-	-	473	473	-	68	68	-
Stage 2	-	-	-	-	-	-	36	68	-	237	473	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1546	-	-	1099	-	-	452	451	771	630	451	1038
Stage 1	-	-	-	-	-	-	546	562	-	940	842	-
Stage 2	-	-	-	-	-	-	981	842	-	751	562	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1546	-	-	1099	-	-	278	451	771	612	451	1038
Mov Capacity-2 Maneuver	-	-	-	-	-	-	278	451	-	612	451	-
Stage 1	-	-	-	-	-	-	546	562	-	940	842	-
Stage 2	-	-	-	-	-	-	604	842	-	730	562	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.8	11.7
HCM LOS			B	B

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	278	771	1546	-	-	1099	-	-	737	1038
HCM Lane V/C Ratio	0.011	0.029	-	-	-	-	-	-	0.422	0.254
HCM Control Delay (s)	18.1	9.8	0	-	-	0	-	-	13.4	9.6
HCM Lane LOS	C	A	A			A			B	A
HCM 95th %tile Q(veh)	0.033	0.088	0	-	-	0	-	-	2.107	1.013

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						
Flt Protected	0.950	0.956						0.990				
Satd. Flow (prot)	1715	1726	0	0	3610	1615	0	3574	0	0	0	0
Flt Permitted	0.950	0.956						0.990				
Satd. Flow (perm)	1715	1726	0	0	3610	1615	0	3574	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			197			198			274	
Travel Time (s)		2.2			4.5			4.5			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	447	21	0	0	23	2	45	170	0	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	447	21	0	0	23	2	45	170	0	0	0	0
Number of Lanes	1	1	0	0	2	1	0	2	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	11.8	8.9	10
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	44%	0%	100%	91%	0%	0%	0%
Vol Thru, %	56%	100%	0%	9%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	113	232	236	12	12	2
LT Vol	57	113	0	21	12	12	0
Through Vol	0	0	0	0	0	0	2
RT Vol	45	0	232	215	0	0	0
Lane Flow Rate	102	113	232	236	12	12	2
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.171	0.184	0.371	0.373	0.02	0.02	0.002
Departure Headway (Hd)	6.061	5.84	5.74	5.695	6.261	6.261	3.833
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	589	611	623	629	575	575	939
Service Time	3.829	3.607	3.505	3.46	3.961	3.961	1.533
HCM Lane V/C Ratio	0.173	0.185	0.372	0.375	0.021	0.021	0.002
HCM Control Delay	10.1	9.9	11.9	11.8	9.1	9.1	6.5
HCM Lane LOS	B	A	B	B	A	A	A
HCM 95th-tile Q	0.6	0.7	1.7	1.7	0.1	0.1	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2026 BUILD

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	1,327	2,880	0.461 *	N-S(1):	0.388
	TH	2.00	431	3,200	0.135	N-S(2):	0.506 *
	LT	0.00	0	0	0.000	E-W(1):	0.028
Westbound	RT	1.00	87	1,600	0.000	E-W(2):	0.059 *
	TH	2.00	190	3,200	0.059 *		
	LT	1.00	45	1,600	0.028	V/C:	0.565
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	1,240	3,200	0.388		
	LT	1.00	72	1,600	0.045 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.685
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: 2026 BUILD

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.388 *
	TH	1.00	410	1,600	0.256 *	N-S(2):	0.000
	LT	1.00	59	1,600	0.037	E-W(1):	0.086
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.312 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.700
Northbound	RT	1.00	74	1,600	0.046	Lost Time:	0.120
	TH	2.00	422	3,200	0.132 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.820
	TH	2.00	165	3,200	0.086		
	LT	2.00	899	2,880	0.312 *	LOS:	D

* = Critical Movement

Project: **YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES**
Int# **15**
North/South Street: **PIER S WAY**
East/West Street: **NEW DOCK STREET**

Scenario: **2026 BUILD**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: **MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.234 *
	TH	1.00	106	1,600	0.068	N-S(2):	0.000
	LT	1.00	161	1,600	0.101 *	E-W(1):	0.115
Westbound	RT	0.00	176	1,600	0.110 *	E-W(2):	0.124 *
	TH	3.00	219	3,200	0.068		
	LT	1.00	49	1,600	0.031	V/C:	0.358
Northbound	RT	1.00	56	1,600	0.004	Lost Time:	0.180
	TH	0.39	75	627	0.120		
	LT	1.61	308	2,316	0.133 *		
Eastbound	RT	1.00	236	1,600	0.000	ICU:	0.538
	TH	2.00	270	3,200	0.084		
	LT	1.00	22	1,600	0.014 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2026 BUILD

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.131 *	N-S(1):	0.052
	TH	2.00	243	3,200	0.076	N-S(2):	0.132 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	275	2,880	0.095	E-W(2):	0.411 *
	TH	2.00	1,316	3,200	0.411 *		
	LT	0.00	0	0	0.000	V/C:	0.543
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	164	3,200	0.052		
	LT	0.00	2	1,600	0.001 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.643
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: 2026 BUILD

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.078 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	225	2,880	0.078 *	E-W(1):	0.308 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.106
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.386
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.506
	TH	2.00	985	3,200	0.308 *		
	LT	1.00	170	1,600	0.106	LOS:	A

* = Critical Movement

2026 REDUCED PROJECT
(IMPROVE BERTHS 217-220 ONLY)

AM/PM PEAK HOURS

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.557 *
	TH	3.00	1,346	4,800	0.280	N-S(2):	0.280
	LT	1.00	268	1,600	0.168 *	E-W(1):	0.173 *
Westbound	RT	1.00	167	2,880	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	499	2,880	0.173 *	V/C:	0.730
Northbound	RT	0.00	185	0	0.000	Lost Time:	0.120
	TH	3.00	1,684	4,800	0.389 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.850
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.370 *
	TH	3.00	1,101	4,800	0.229	N-S(2):	0.229
	LT	1.00	194	1,600	0.121 *	E-W(1):	0.184 *
Westbound	RT	1.97	523	2,880	0.114	E-W(2):	0.114
	TH	0.00	0	0	0.000		
	LT	1.03	273	1,482	0.184 *	V/C:	0.554
Northbound	RT	0.00	117	0	0.000	Lost Time:	0.120
	TH	3.00	1,078	4,800	0.249 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.674
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	379	1,600	0.151 *	N-S(1):	0.159 *
	TH	0.30	14	477	0.029	N-S(2):	0.000
	LT	1.70	80	2,451	0.033	E-W(1):	0.162
Westbound	RT	1.00	547	1,600	0.313 *	E-W(2):	0.399 *
	TH	1.00	341	1,600	0.213		
	LT	1.00	5	1,600	0.003	V/C:	0.558
Northbound	RT	0.00	3	0	0.000	Lost Time:	0.180
	TH	2.00	21	3,200	0.008 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.738
	TH	2.00	505	3,200	0.159		
	LT	1.00	138	1,600	0.086 *	LOS:	C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	268	1,600	0.000	N-S(1):	0.046 *
	TH	0.65	24	1,038	0.023	N-S(2):	0.000
	LT	1.35	50	1,946	0.026 *	E-W(1):	0.221
Westbound	RT	1.00	367	1,600	0.206	E-W(2):	0.494 *
	TH	1.00	463	1,600	0.289 *		
	LT	1.00	10	1,600	0.006	V/C:	0.540
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.180
	TH	2.00	43	3,200	0.020 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	6	0	0.000	ICU:	0.720
	TH	2.00	681	3,200	0.215		
	LT	1.00	328	1,600	0.205 *	LOS:	C

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	446	1,600	0.279 *	N-S(1):	0.000
	TH	0.00	0	0	0.000	N-S(2):	0.279 *
	LT	0.00	0	0	0.000	E-W(1):	0.183 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.129
	TH	2.00	414	3,200	0.129		
	LT	0.00	0	0	0.000 *	V/C:	0.462
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.582
	TH	2.00	584	3,200	0.183 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	173	1,600	0.108 *	N-S(1):	0.000
	TH	0.00	0	0	0.000	N-S(2):	0.108 *
	LT	0.00	0	0	0.000	E-W(1):	0.234 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.212
	TH	2.00	677	3,200	0.212		
	LT	0.00	0	0	0.000 *	V/C:	0.342
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.462
	TH	2.00	750	3,200	0.234 *		
	LT	1.00	0	1,600	0.000	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
4	North-South Street:	Alameda Street	East-West Street:	O Street
	Scenario:	2026 Reduced Project - Alternative 3		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1,702	2	**638**	990	2	**393**
	Through-Right		1			1	
	Right	212	0	212	189	0	189
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	316	1	**316**	397	1	**397**
	Left-Through		0			0	
	Through	1,615	3	538	911	3	304
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	207	1	**207**	175	1	**175**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	216	1	0	280	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	954		*North-South:*	790
			East-West:	207		*East-West:*	175
			SUM:	1161		*SUM:*	965
	VOLUME/CAPACITY *(V/C)* RATIO:			0.815			0.677
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.715**			**0.577**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
5	North-South Street:	O Street	East-West Street:	Pacific Coast Highway
	Scenario:	2026 Reduced Project - Alternative 3		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	311	1	**311**	259	1	**259**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	216	1	129	328	1	140
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	188	1	**188**
	Left-Through		0			0	
	Through	926	2	463	1,164	2	582
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	915	2	**418**	1,169	2	**480**
	Through-Right		1			1	
	Right	340	0	340	271	0	271
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	311		*North-South:*	259
			East-West:	505		*East-West:*	668
			SUM:	816		*SUM:*	927
	VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.651
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.473**			**0.551**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
6	North-South Street:	Henry Ford Avenue	East-West Street:	Denni Street
	Scenario:	2026 Reduced Project - Alternative 3		
	Count Date:	Analyst: Raju Associates	Date:	12-Aug-13

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	0	EB -- 2	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1,321	2	**661**	882	2	**441**
	Through-Right		0			0	
	Right	18	1	18	20	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	**14**	13	0	**13**
	Left-Through		1			1	
	Through	1,258	1	671	524	1	288
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	589	1	**589**	268	1	**268**
	Left-Through		0			0	
	Through	5	0	11	6	0	8
	Through-Right		1			1	
	Right	6	0	0	2	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	23	0	23
	Left-Through		0			0	
	Through	1	0	**17**	5	0	**61**
	Through-Right		0			0	
	Right	6	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	675		*North-South:*	454
			East-West:	606		*East-West:*	329
			SUM:	1281		*SUM:*	783
	VOLUME/CAPACITY *(V/C)* RATIO:			0.899			0.549
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.799**			**0.449**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street	
	Scenario:	2026 Reduced Project - Alternative 3			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 1	WB --	3	EB -- 1	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	195	1	195	540	1	**369**
	Left-Through		1			1	
	Through	1,136	1	**568**	568	1	369
	Through-Right		0			0	
	Right	266	1	29	188	1	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	152	1	152	161	1	**161**
	Left-Through		0			0	
	Through	1,109	2	**376**	435	2	154
	Through-Right		1			1	
	Right	20	0	20	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	116	1	116
	Left-Through		0			0	
	Through	883	2	**442**	1,280	2	**640**
	Through-Right		0			0	
	Right	889	1	0	679	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	237	1	**237**	98	1	**98**
	Left-Through		0			0	
	Through	1,096	2	548	1,208	2	604
	Through-Right		0			0	
	Right	129	1	0	188	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	944		*North-South:*	530
			East-West:	679		*East-West:*	738
			SUM:	1623		*SUM:*	1268
	VOLUME/CAPACITY *(V/C)* RATIO:			1.180			0.922
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.080**			**0.822**
	LEVEL OF SERVICE (LOS):			**F**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way
	Scenario:	2026 Reduced Project - Alternative 3		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	**15**	18	1	18
	Left-Through		0			0	
	Through	1,140	2	570	783	2	**392**
	Through-Right		0			0	
	Right	72	1	0	53	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	433	2	238	199	2	**109**
	Left-Through		0			0	
	Through	1,611	1	**850**	816	1	461
	Through-Right		1			1	
	Right	88	0	88	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	**75**	105	1	**105**
	Left-Through		0			0	
	Through	5	0	28	2	0	18
	Through-Right		1			1	
	Right	23	0	0	16	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	0	89	89	0	89
	Left-Through		1			1	
	Through	0	0	89	2	0	91
	Through-Right		0			0	
	Right	376	1	**138**	294	1	**185**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	865		*North-South:*	501
			East-West:	213		*East-West:*	290
			SUM:	1078		*SUM:*	791
	VOLUME/CAPACITY *(V/C)* RATIO:			0.784			0.575
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.684**			**0.475**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

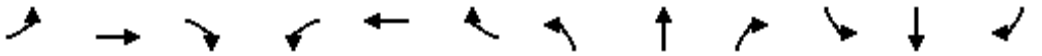
Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	6	0	0.000	N-S(1):	0.098 *
	TH	1.00	8	1,600	0.010 *	N-S(2):	0.000
	LT	0.00	2	1,600	0.001	E-W(1):	0.249 *
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.084
	TH	2.00	247	3,200	0.078		
	LT	2.00	326	2,880	0.113 *	V/C:	0.347
Northbound	RT	2.00	344	2,880	0.063	Lost Time:	0.180
	TH	0.15	19	240	0.079		
	LT	1.85	234	2,664	0.088 *		
Eastbound	RT	1.00	344	1,600	0.136 *	ICU:	0.527
	TH	2.00	185	3,200	0.058		
	LT	1.00	10	1,600	0.006	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	13	0	0.000	N-S(1):	0.219 *
	TH	1.00	10	1,600	0.019 *	N-S(2):	0.000
	LT	0.00	7	1,600	0.004	E-W(1):	0.297 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.058
	TH	2.00	156	3,200	0.050		
	LT	2.00	366	2,880	0.127 *	V/C:	0.516
Northbound	RT	2.00	758	2,880	0.200 *	Lost Time:	0.180
	TH	0.03	7	47	0.149		
	LT	1.97	471	2,838	0.166		
Eastbound	RT	1.00	283	1,600	0.028	ICU:	0.696
	TH	2.00	543	3,200	0.170 *		
	LT	1.00	12	1,600	0.008	LOS:	B

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850					0.901			0.930	0.850
Flt Protected					0.997			0.987			0.975	
Satd. Flow (prot)	0	3610	1615	0	3599	0	0	1690	0	0	1637	1534
Flt Permitted					0.997			0.987			0.975	
Satd. Flow (perm)	0	3610	1615	0	3599	0	0	1690	0	0	1637	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	12.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	729	19	4	58	0	4	0	11	273	15	759
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	729	19	4	58	0	4	0	11	273	15	759

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	58	0	0	729	0	0	774	795	365	431	795	29
Stage 1	-	-	-	-	-	-	729	729	-	66	66	-
Stage 2	-	-	-	-	-	-	45	66	-	365	729	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1559	-	-	884	-	-	292	323	638	513	323	1046
Stage 1	-	-	-	-	-	-	385	431	-	943	844	-
Stage 2	-	-	-	-	-	-	969	844	-	632	431	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1559	-	-	884	-	-	77	321	638	502	321	1046
Mov Capacity-2 Maneuver	-	-	-	-	-	-	77	321	-	502	321	-
Stage 1	-	-	-	-	-	-	385	431	-	943	840	-
Stage 2	-	-	-	-	-	-	260	840	-	621	431	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	22.8	22.1
HCM LOS			C	C

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	217	1559	-	-	884	-	-	650	1046
HCM Lane V/C Ratio	0.069	-	-	-	0.005	-	-	0.832	0.484
HCM Control Delay (s)	22.8	0	-	-	9.091	0	-	32	11.6
HCM Lane LOS	C	A			A	A		D	B
HCM 95th %tile Q(veh)	0.221	0	-	-	0.014	-	-	8.976	2.703

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850						0.850		0.924	0.850
Flt Protected							0.950				0.977	
Satd. Flow (prot)	0	3610	1615	0	3610	0	1805	0	1615	0	1629	1534
Flt Permitted							0.950				0.977	
Satd. Flow (perm)	0	3610	1615	0	3610	0	1805	0	1615	0	1629	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	614	9	0	135	0	6	0	11	92	3	281
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	0	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	614	9	0	135	0	6	0	11	92	3	281

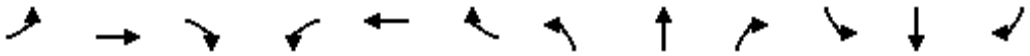
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	135	0	0	614	0	0	683	749	307	442	749	68
Stage 1	-	-	-	-	-	-	614	614	-	135	135	-
Stage 2	-	-	-	-	-	-	69	135	-	307	614	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1462	-	-	975	-	-	339	343	695	504	343	988
Stage 1	-	-	-	-	-	-	451	486	-	860	789	-
Stage 2	-	-	-	-	-	-	939	789	-	683	486	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1462	-	-	975	-	-	241	343	695	496	343	988
Mov Capacity-2 Maneuver	-	-	-	-	-	-	241	343	-	496	343	-
Stage 1	-	-	-	-	-	-	451	486	-	860	789	-
Stage 2	-	-	-	-	-	-	669	789	-	672	486	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.8	11.1
HCM LOS			B	B

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	241	695	1462	-	-	975	-	-	653	988
HCM Lane V/C Ratio	0.025	0.016	-	-	-	-	-	-	0.289	0.19
HCM Control Delay (s)	20.3	10.3	0	-	-	0	-	-	12.7	9.5
HCM Lane LOS	C	B	A			A			B	A
HCM 95th %tile Q(veh)	0.076	0.048	0	-	-	0	-	-	1.194	0.697

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						
Flt Protected	0.950	0.960						0.992				
Satd. Flow (prot)	1715	1733	0	0	3610	1615	0	3581	0	0	0	0
Flt Permitted	0.950	0.960						0.992				
Satd. Flow (perm)	1715	1733	0	0	3610	1615	0	3581	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			197			198			274	
Travel Time (s)		2.2			4.5			4.5			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	15.8
Intersection LOS	C

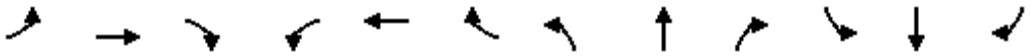
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	660	63	0	0	19	1	43	233	0	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	660	63	0	0	19	1	43	233	0	0	0	0
Number of Lanes	1	1	0	0	2	1	0	2	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	17.6	9.8	11.6
HCM LOS	C	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	36%	0%	100%	82%	0%	0%	0%
Vol Thru, %	64%	100%	0%	18%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	155	363	360	10	10	1
LT Vol	78	155	0	63	10	10	0
Through Vol	0	0	0	0	0	0	1
RT Vol	43	0	363	297	0	0	0
Lane Flow Rate	121	155	363	360	10	10	1
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.224	0.281	0.612	0.598	0.019	0.019	0.001
Departure Headway (Hd)	6.691	6.513	6.068	5.98	7.04	7.04	4.598
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	537	553	595	605	509	509	777
Service Time	4.422	4.244	3.786	3.698	4.778	4.778	2.336
HCM Lane V/C Ratio	0.225	0.28	0.61	0.595	0.02	0.02	0.001
HCM Control Delay	11.4	11.8	17.9	17.2	9.9	9.9	7.3
HCM Lane LOS	B	B	C	C	A	A	A
HCM 95th-tile Q	0.9	1.1	4.1	3.9	0.1	0.1	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						
Flt Protected	0.950	0.958						0.983				
Satd. Flow (prot)	1715	1729	0	0	3610	1615	0	3549	0	0	0	0
Flt Permitted	0.950	0.958						0.983				
Satd. Flow (perm)	1715	1729	0	0	3610	1615	0	3549	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			197			198			274	
Travel Time (s)		2.2			4.5			4.5			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	566	38	0	0	83	8	52	100	0	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	566	38	0	0	83	8	52	100	0	0	0	0
Number of Lanes	1	1	0	0	2	1	0	2	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	13.6	9.3	10.4
HCM LOS	B	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	61%	0%	100%	88%	0%	0%	0%
Vol Thru, %	39%	100%	0%	12%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	67	300	304	42	42	8
LT Vol	33	67	0	38	42	42	0
Through Vol	0	0	0	0	0	0	8
RT Vol	52	0	300	266	0	0	0
Lane Flow Rate	85	67	300	304	42	42	8
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.159	0.119	0.477	0.478	0.073	0.073	0.009
Departure Headway (Hd)	6.707	6.402	5.724	5.661	6.358	6.358	3.931
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	563	624	629	566	566	914
Service Time	4.412	4.107	3.518	3.455	4.066	4.066	1.638
HCM Lane V/C Ratio	0.158	0.119	0.481	0.483	0.074	0.074	0.009
HCM Control Delay	10.7	10	13.7	13.6	9.6	9.6	6.7
HCM Lane LOS	B	A	B	B	A	A	A
HCM 95th-tile Q	0.6	0.4	2.6	2.6	0.2	0.2	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	1,689	2,880	0.586 *	N-S(1):	0.518
	TH	2.00	709	3,200	0.222	N-S(2):	0.645 *
	LT	0.00	0	0	0.000	E-W(1):	0.032
Westbound	RT	1.00	54	1,600	0.000	E-W(2):	0.069 *
	TH	2.00	222	3,200	0.069 *		
	LT	1.00	51	1,600	0.032	V/C:	0.714
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	1,656	3,200	0.518		
	LT	1.00	95	1,600	0.059 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.834
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	1,353	2,880	0.470 *	N-S(1):	0.471
	TH	2.00	216	3,200	0.068	N-S(2):	0.497 *
	LT	0.00	0	0	0.000	E-W(1):	0.063 *
Westbound	RT	1.00	123	1,600	0.000	E-W(2):	0.051
	TH	2.00	164	3,200	0.051		
	LT	1.00	101	1,600	0.063 *	V/C:	0.560
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	1,507	3,200	0.471		
	LT	1.00	43	1,600	0.027 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.680
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.525 *
	TH	1.00	559	1,600	0.349 *	N-S(2):	0.000
	LT	1.00	191	1,600	0.119	E-W(1):	0.116
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.413 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.938
Northbound	RT	1.00	79	1,600	0.049	Lost Time:	0.120
	TH	2.00	562	3,200	0.176 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	108	0	0.000	ICU:	1.058
	TH	2.00	263	3,200	0.116		
	LT	2.00	1,189	2,880	0.413 *	LOS:	F

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.211 *
	TH	1.00	206	1,600	0.129 *	N-S(2):	0.000
	LT	1.00	113	1,600	0.071	E-W(1):	0.071
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.443 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.654
Northbound	RT	1.00	31	1,600	0.019	Lost Time:	0.120
	TH	2.00	263	3,200	0.082 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.774
	TH	2.00	180	3,200	0.071		
	LT	2.00	1,276	2,880	0.443 *	LOS:	C

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 15
North/South Street: PIER S WAY
East/West Street: NEW DOCK STREET

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1	0	0.000	N-S(1):	0.263 *
	TH	1.00	66	1,600	0.042	N-S(2):	0.000
	LT	1.00	225	1,600	0.141 *	E-W(1):	0.176 *
Westbound	RT	0.00	260	1,600	0.163	E-W(2):	0.167
	TH	3.00	508	3,200	0.159		
	LT	1.00	61	1,600	0.038 *	V/C:	0.439
Northbound	RT	1.00	103	1,600	0.026	Lost Time:	0.180
	TH	0.40	71	645	0.110		
	LT	1.60	281	2,299	0.122 *		
Eastbound	RT	1.00	316	1,600	0.000	ICU:	0.619
	TH	2.00	440	3,200	0.138 *		
	LT	1.00	6	1,600	0.004	LOS:	B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1	0	0.000	N-S(1):	0.168 *
	TH	1.00	100	1,600	0.063	N-S(2):	0.000
	LT	1.00	137	1,600	0.086 *	E-W(1):	0.221 *
Westbound	RT	0.00	131	1,600	0.082	E-W(2):	0.090
	TH	3.00	219	3,200	0.068		
	LT	1.00	136	1,600	0.085 *	V/C:	0.389
Northbound	RT	1.00	61	1,600	0.000	Lost Time:	0.180
	TH	0.65	76	1,035	0.073		
	LT	1.35	159	1,949	0.082 *		
Eastbound	RT	1.00	276	1,600	0.000	ICU:	0.569
	TH	2.00	434	3,200	0.136 *		
	LT	1.00	12	1,600	0.008	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	267	1,600	0.167 *	N-S(1):	0.078
	TH	2.00	199	3,200	0.062	N-S(2):	0.169 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	224	2,880	0.078	E-W(2):	0.555 *
	TH	2.00	1,777	3,200	0.555 *		
	LT	0.00	0	0	0.000	V/C:	0.724
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	248	3,200	0.078		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.824
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1):	0.044
	TH	2.00	171	3,200	0.053	N-S(2):	0.186 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	146	2,880	0.051	E-W(2):	0.439 *
	TH	2.00	1,406	3,200	0.439 *		
	LT	0.00	0	0	0.000	V/C:	0.625
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	138	3,200	0.044		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.725
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.068 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	197	2,880	0.068 *	E-W(1):	0.422 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.155
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.490
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.610
	TH	2.00	1,351	3,200	0.422 *		
	LT	1.00	248	1,600	0.155	LOS:	B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.058 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	168	2,880	0.058 *	E-W(1):	0.417 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.084
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.475
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.595
	TH	2.00	1,334	3,200	0.417 *		
	LT	1.00	135	1,600	0.084	LOS:	A

* = Critical Movement

2026 REDUCED PROJECT
(IMPROVE BERTHS 217-220 ONLY)

MIDDAY PEAK HOUR

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.356 *
	TH	3.00	973	4,800	0.203	N-S(2):	0.203
	LT	1.00	157	1,600	0.098 *	E-W(1):	0.130 *
Westbound	RT	1.03	194	2,880	0.013	E-W(2):	0.013
	TH	0.00	0	0	0.000		
	LT	1.97	369	2,831	0.130 *	V/C:	0.486
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.120
	TH	3.00	1,186	4,800	0.258 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.606
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	184	1,600	0.038 *	N-S(1):	0.041 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	35	2,880	0.012	E-W(1):	0.123
Westbound	RT	1.00	380	1,600	0.227 *	E-W(2):	0.305 *
	TH	1.00	352	1,600	0.220		
	LT	1.00	0	1,600	0.000	V/C:	0.346
Northbound	RT	0.00	2	0	0.000	Lost Time:	0.180
	TH	2.00	4	3,200	0.003		
	LT	0.00	5	1,600	0.003 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.526
	TH	2.00	395	3,200	0.123		
	LT	1.00	124	1,600	0.078 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	336	1,600	0.210 *	N-S(1):	0.000
	TH	0.00	0	0	0.000	N-S(2):	0.210 *
	LT	0.00	0	0	0.000	E-W(1):	0.167
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.241 *
	TH	2.00	772	3,200	0.241 *		
	LT	0.00	0	0	0.000	V/C:	0.451
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.571
	TH	2.00	535	3,200	0.167		
	LT	1.00	0	1,600	0.000 *	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
4	North-South Street:	Alameda Street	East-West Street:	O Street
	Scenario:	2026 Reduced Project - Alternative 3		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	1,017	2	**415**		0	0
	Through-Right		1			0	
	Right	229	0	229		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	297	1	**297**		0	0
	Left-Through		0			0	
	Through	1,105	3	368		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0		0	0
	Left-Through		0			0	
	Through	0	0	**0**		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	1	**172**		0	**0**
	Left-Through		0			0	
	Through	0	0	0		0	0
	Through-Right		0			0	
	Right	331	1	34		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	712		*North-South:*	0
			East-West:	172		*East-West:*	0
			SUM:	884		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.620			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.520**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
5	North-South Street:	O Street	East-West Street:	Pacific Coast Highway
	Scenario:	2026 Reduced Project - Alternative 3		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	0	0	**0**		0	0
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	287	1	**287**		0	0
	Left-Through		0			0	
	Through	0	0	0		0	**0**
	Through-Right		0			0	
	Right	238	1	75		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	163	1	**163**		0	0
	Left-Through		0			0	
	Through	894	2	447		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	727	2	**356**		0	0
	Through-Right		1			0	
	Right	341	0	341		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	287		*North-South:*	0
			East-West:	519		*East-West:*	0
			SUM:	806		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.566			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.466**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
6	North-South Street:	Henry Ford Avenue	East-West Street:	Denni Street	
	Scenario:	2026 Reduced Project - Alternative 3			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	866	2	**433**		0	0
	Through-Right		0			0	
	Right	23	1	23		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	0	**7**		0	0
	Left-Through		1			0	
	Through	835	1	432		0	**0**
	Through-Right		0			0	
	Right	2	0	2		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	262	1	**262**		0	0
	Left-Through		0			0	
	Through	2	0	10		0	**0**
	Through-Right		1			0	
	Right	8	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	24	0	24		0	**0**
	Left-Through		0			0	
	Through	4	0	**57**		0	0
	Through-Right		0			0	
	Right	29	0	0		0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	440		*North-South:*	0
			East-West:	319		*East-West:*	0
			SUM:	759		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.533			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.433**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street	
	Scenario:	2026 Reduced Project - Alternative 3			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 0	SB --	0	
	EB -- 1	WB --	3	EB -- 0	WB --	0	
ATSAC-1 or ATSAC+ATCS-2?			2			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	291	1	291		0	**0**
	Left-Through		1			0	
	Through	736	1	**368**		0	0
	Through-Right		0			0	
	Right	235	1	60		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	161	1	161		0	0
	Left-Through		0			0	
	Through	786	2	**283**		0	**0**
	Through-Right		1			0	
	Right	63	0	63		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	1	124		0	0
	Left-Through		0			0	
	Through	958	2	**479**		0	**0**
	Through-Right		0			0	
	Right	441	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	**175**		0	**0**
	Left-Through		0			0	
	Through	951	2	476		0	0
	Through-Right		0			0	
	Right	152	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	651		*North-South:*	0
			East-West:	654		*East-West:*	0
			SUM:	1305		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.949			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.849**			0.000
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way	
	Scenario:	2026 Reduced Project - Alternative 3			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33		0	**0**
	Left-Through		0			0	
	Through	734	2	**367**		0	0
	Through-Right		0			0	
	Right	86	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	293	2	**161**		0	0
	Left-Through		0			0	
	Through	891	1	483		0	**0**
	Through-Right		1			0	
	Right	75	0	75		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**		0	0
	Left-Through		0			0	
	Through	3	0	29		0	**0**
	Through-Right		1			0	
	Right	26	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	106	0	106		0	**0**
	Left-Through		1			0	
	Through	0	0	106		0	0
	Through-Right		0			0	
	Right	271	1	**110**		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	528		*North-South:*	0
			East-West:	205		*East-West:*	0
			SUM:	733		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.533			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.433**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

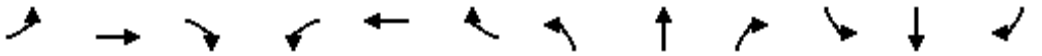
Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	6	0	0.000	N-S(1):	0.129 *
	TH	1.00	6	1,600	0.008 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.162 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.064
	TH	2.00	197	3,200	0.063		
	LT	2.00	219	2,880	0.076 *	V/C:	0.291
Northbound	RT	2.00	368	2,880	0.090	Lost Time:	0.180
	TH	0.03	6	55	0.109		
	LT	1.97	342	2,830	0.121 *		
Eastbound	RT	1.00	224	1,600	0.031	ICU:	0.471
	TH	2.00	274	3,200	0.086 *		
	LT	1.00	2	1,600	0.001	LOS:	A

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt									0.850		0.940	0.850
Flt Protected							0.950				0.971	
Satd. Flow (prot)	0	3610	1900	0	3610	0	1805	0	1615	0	1647	1534
Flt Permitted							0.950				0.971	
Satd. Flow (perm)	0	3610	1900	0	3610	0	1805	0	1615	0	1647	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	6.1

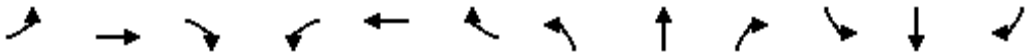
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	473	0	0	68	0	3	0	22	175	4	396
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	0	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	473	0	0	68	0	3	0	22	175	4	396

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	68	0	0	473	0	0	509	541	237	305	541	34
Stage 1	-	-	-	-	-	-	473	473	-	68	68	-
Stage 2	-	-	-	-	-	-	36	68	-	237	473	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1546	-	-	1099	-	-	452	451	771	630	451	1038
Stage 1	-	-	-	-	-	-	546	562	-	940	842	-
Stage 2	-	-	-	-	-	-	981	842	-	751	562	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1546	-	-	1099	-	-	278	451	771	612	451	1038
Mov Capacity-2 Maneuver	-	-	-	-	-	-	278	451	-	612	451	-
Stage 1	-	-	-	-	-	-	546	562	-	940	842	-
Stage 2	-	-	-	-	-	-	604	842	-	730	562	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.8	11.7
HCM LOS			B	B

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	278	771	1546	-	-	1099	-	-	737	1038
HCM Lane V/C Ratio	0.011	0.029	-	-	-	-	-	-	0.422	0.254
HCM Control Delay (s)	18.1	9.8	0	-	-	0	-	-	13.4	9.6
HCM Lane LOS	C	A	A			A			B	A
HCM 95th %tile Q(veh)	0.033	0.088	0	-	-	0	-	-	2.107	1.013

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						
Flt Protected	0.950	0.956						0.990				
Satd. Flow (prot)	1715	1726	0	0	3610	1615	0	3574	0	0	0	0
Flt Permitted	0.950	0.956						0.990				
Satd. Flow (perm)	1715	1726	0	0	3610	1615	0	3574	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			197			198			274	
Travel Time (s)		2.2			4.5			4.5			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	447	21	0	0	23	2	45	170	0	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	447	21	0	0	23	2	45	170	0	0	0	0
Number of Lanes	1	1	0	0	2	1	0	2	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	11.8	8.9	10
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	44%	0%	100%	91%	0%	0%	0%
Vol Thru, %	56%	100%	0%	9%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	113	232	236	12	12	2
LT Vol	57	113	0	21	12	12	0
Through Vol	0	0	0	0	0	0	2
RT Vol	45	0	232	215	0	0	0
Lane Flow Rate	102	113	232	236	12	12	2
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.171	0.184	0.371	0.373	0.02	0.02	0.002
Departure Headway (Hd)	6.061	5.84	5.74	5.695	6.261	6.261	3.833
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	589	611	623	629	575	575	939
Service Time	3.829	3.607	3.505	3.46	3.961	3.961	1.533
HCM Lane V/C Ratio	0.173	0.185	0.372	0.375	0.021	0.021	0.002
HCM Control Delay	10.1	9.9	11.9	11.8	9.1	9.1	6.5
HCM Lane LOS	B	A	B	B	A	A	A
HCM 95th-tile Q	0.6	0.7	1.7	1.7	0.1	0.1	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	1,327	2,880	0.461 *	N-S(1):	0.388
	TH	2.00	431	3,200	0.135	N-S(2):	0.506 *
	LT	0.00	0	0	0.000	E-W(1):	0.028
Westbound	RT	1.00	87	1,600	0.000	E-W(2):	0.059 *
	TH	2.00	190	3,200	0.059 *		
	LT	1.00	45	1,600	0.028	V/C:	0.565
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	1,240	3,200	0.388		
	LT	1.00	72	1,600	0.045 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.685
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.388 *
	TH	1.00	410	1,600	0.256 *	N-S(2):	0.000
	LT	1.00	59	1,600	0.037	E-W(1):	0.086
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.312 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.700
Northbound	RT	1.00	74	1,600	0.046	Lost Time:	0.120
	TH	2.00	422	3,200	0.132 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.820
	TH	2.00	165	3,200	0.086		
	LT	2.00	899	2,880	0.312 *	LOS:	D

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 15
North/South Street: PIER S WAY
East/West Street: NEW DOCK STREET

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.234 *
	TH	1.00	106	1,600	0.068	N-S(2):	0.000
	LT	1.00	161	1,600	0.101 *	E-W(1):	0.115
Westbound	RT	0.00	176	1,600	0.110 *	E-W(2):	0.124 *
	TH	3.00	219	3,200	0.068		
	LT	1.00	49	1,600	0.031	V/C:	0.358
Northbound	RT	1.00	56	1,600	0.004	Lost Time:	0.180
	TH	0.39	75	627	0.120		
	LT	1.61	308	2,316	0.133 *		
Eastbound	RT	1.00	236	1,600	0.000	ICU:	0.538
	TH	2.00	270	3,200	0.084		
	LT	1.00	22	1,600	0.014 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.131 *	N-S(1):	0.052
	TH	2.00	243	3,200	0.076	N-S(2):	0.132 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	275	2,880	0.095	E-W(2):	0.411 *
	TH	2.00	1,316	3,200	0.411 *		
	LT	0.00	0	0	0.000	V/C:	0.543
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	164	3,200	0.052		
	LT	0.00	2	1,600	0.001 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.643
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: 2026 REDUCED PROJECT - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.078 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	225	2,880	0.078 *	E-W(1):	0.308 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.106
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.386
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.506
	TH	2.00	985	3,200	0.308 *		
	LT	1.00	170	1,600	0.106	LOS:	A

* = Critical Movement

NO PROJECT ALTERNATIVE (2026) – ALTERNATIVE 1

AM/PM PEAK HOURS

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.262 *
	TH	3.00	778	4,800	0.162	N-S(2):	0.162
	LT	1.00	219	1,600	0.137 *	E-W(1):	0.036 *
Westbound	RT	2.00	178	2,880	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	58	1,600	0.036 *	V/C:	0.298
Northbound	RT	0.00	64	0	0.000	Lost Time:	0.120
	TH	3.00	538	4,800	0.125 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.418
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.337 *
	TH	3.00	1,032	4,800	0.215	N-S(2):	0.215
	LT	1.00	239	1,600	0.149 *	E-W(1):	0.058
Westbound	RT	2.00	457	2,880	0.076 *	E-W(2):	0.076 *
	TH	0.00	0	0	0.000		
	LT	1.00	92	1,600	0.058	V/C:	0.413
Northbound	RT	0.00	77	0	0.000	Lost Time:	0.120
	TH	3.00	825	4,800	0.188 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.533
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	128	1,600	0.012	N-S(1):	0.058 *
	TH	0.19	14	309	0.045	N-S(2):	0.000
	LT	1.81	131	2,602	0.050 *	E-W(1):	0.129
Westbound	RT	1.00	111	1,600	0.024	E-W(2):	0.349 *
	TH	1.00	449	1,600	0.281 *		
	LT	1.00	5	1,600	0.003	V/C:	0.407
Northbound	RT	0.00	3	0	0.000	Lost Time:	0.180
	TH	2.00	21	3,200	0.008 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.587
	TH	2.00	401	3,200	0.126		
	LT	1.00	109	1,600	0.068 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.000	N-S(1):	0.077 *
	TH	0.29	24	468	0.051	N-S(2):	0.000
	LT	1.71	140	2,459	0.057 *	E-W(1):	0.256
Westbound	RT	1.00	306	1,600	0.140	E-W(2):	0.387 *
	TH	1.00	418	1,600	0.261 *		
	LT	1.00	10	1,600	0.006	V/C:	0.464
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.180
	TH	2.00	43	3,200	0.020 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	6	0	0.000	ICU:	0.644
	TH	2.00	794	3,200	0.250		
	LT	1.00	201	1,600	0.126 *	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.15	23	233	0.086	N-S(1):	0.099 *
	TH	0.00	0	0	0.000	N-S(2):	0.086
	LT	0.85	135	1,367	0.099 *	E-W(1):	0.181
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.188 *
	TH	2.00	595	3,200	0.186 *		
	LT	0.00	0	0	0.000	V/C:	0.287
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.407
	TH	2.00	580	3,200	0.181		
	LT	1.00	3	1,600	0.002 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.48	13	770	0.001	N-S(1):	0.017 *
	TH	0.00	0	0	0.000	N-S(2):	0.001
	LT	0.52	14	830	0.017 *	E-W(1):	0.317 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.234
	TH	2.00	706	3,200	0.226		
	LT	0.00	0	0	0.000 *	V/C:	0.334
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.454
	TH	2.00	1,013	3,200	0.317 *		
	LT	1.00	12	1,600	0.008	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #: 4

PROJECT TITLE: Yusen Terminal (YTI) Project - Port of Los Angeles
North-South Street: Alameda Street East-West Street: O Street
Scenario: No Project Alternative (2026) - Alternative 1
Count Date: Analyst: Raju Associates Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	395	2	**175**	650	2	**273**
	Through-Right		1			1	
	Right	131	0	131	168	0	168
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	235	1	**235**	315	1	**315**
	Left-Through		0			0	
	Through	667	3	222	815	3	272
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	144	1	**144**	100	1	**100**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	243	1	8	323	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	410		*North-South:*	588
			East-West:	144		*East-West:*	100
			SUM:	554		*SUM:*	688
	VOLUME/CAPACITY *(V/C)* RATIO:			0.389			0.483
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.289**			**0.383**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
5	North-South Street:	O Street	East-West Street:	Pacific Coast Highway	
	Scenario:	No Project Alternative (2026) - Alternative 1			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	185	1	**185**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	184	1	0	298	1	77
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	197	1	**197**	221	1	**221**
	Left-Through		0			0	
	Through	642	2	321	1,078	2	539
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	795	2	**329**	949	2	**383**
	Through-Right		1			1	
	Right	192	0	192	200	0	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	180		*North-South:*	185
			East-West:	526		*East-West:*	604
			SUM:	706		*SUM:*	789
	VOLUME/CAPACITY *(V/C)* RATIO:			0.495			0.554
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.395**			**0.454**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 6

PROJECT TITLE: Yusen Terminal (YTI) Project - Port of Los Angeles
North-South Street: Henry Ford Avenue East-West Street: Denni Street
Scenario: No Project Alternative (2026) - Alternative 1
Count Date: Analyst: Raju Associates Date: 12-Aug-13

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 2	WB --		0	EB -- 2	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	336	2	168	584	2	**292**
	Through-Right		0			0	
	Right	18	1	18	20	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	14	12	0	**12**
	Left-Through		1			1	
	Through	386	1	**207**	372	1	210
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	98	1	**98**
	Left-Through		0			0	
	Through	5	0	11	6	0	8
	Through-Right		1			1	
	Right	6	0	0	2	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	23	0	23
	Left-Through		0			0	
	Through	1	0	**17**	5	0	**59**
	Through-Right		0			0	
	Right	6	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	207		*North-South:*	304
			East-West:	69		*East-West:*	157
			SUM:	276		*SUM:*	461
VOLUME/CAPACITY *(V/C)* RATIO:				0.194			0.324
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.094**			**0.224**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street
	Scenario:	No Project Alternative (2026) - Alternative 1		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB -- 3	EB -- 1	WB -- 3	NB -- 3	SB -- 3	EB -- 1	WB -- 3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	257	1	**146**
	Left-Through		1			1	
	Through	147	1	**74**	182	1	146
	Through-Right		0			0	
	Right	49	1	0	97	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	88	1	88	149	1	**149**
	Left-Through		0			0	
	Through	300	2	**107**	234	2	87
	Through-Right		1			1	
	Right	20	0	20	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	65	102	1	102
	Left-Through		0			0	
	Through	683	2	**342**	1,100	2	**550**
	Through-Right		0			0	
	Right	186	1	0	203	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	**72**	47	1	**47**
	Left-Through		0			0	
	Through	650	2	325	843	2	422
	Through-Right		0			0	
	Right	83	1	0	145	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	181		*North-South:*	295
			East-West:	414		*East-West:*	597
			SUM:	595		*SUM:*	892
	VOLUME/CAPACITY *(V/C)* RATIO:			0.433			0.649
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.333**			**0.549**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
8	

PROJECT TITLE: Yusen Terminal (YTI) Project - Port of Los Angeles
North-South Street: Henry Ford Avenue **East-West Street:** Pier A Way
Scenario: No Project Alternative (2026) - Alternative 1
Count Date: **Analyst:** Raju Associates **Date:** 8/12/2013

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
	EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	**15**	18	1	18
	Left-Through		0			0	
	Through	173	2	87	378	2	**189**
	Through-Right		0			0	
	Right	44	1	0	56	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	2	58	113	2	**62**
	Left-Through		0			0	
	Through	377	1	**211**	352	1	199
	Through-Right		1			1	
	Right	44	0	44	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	63	1	**63**
	Left-Through		0			0	
	Through	5	0	28	2	0	18
	Through-Right		1			1	
	Right	23	0	0	16	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	0	**63**	64	0	64
	Left-Through		1			1	
	Through	0	0	63	2	0	66
	Through-Right		0			0	
	Right	57	1	0	133	1	**71**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	226		*North-South:*	251
			East-West:	93		*East-West:*	134
			SUM:	319		*SUM:*	385
VOLUME/CAPACITY *(V/C)* RATIO:				0.232			0.280
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.132**			**0.180**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
9	

PROJECT TITLE: Yusen Terminal (YTI) Project - Port of Los Angeles
North-South Street: Navy Way **East-West Street:** Seaside Avenue (SR 47)
Scenario: No Project Alternative (2026) - Alternative 1
Count Date: **Analyst:** Raju Associates **Date:** 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --		0	NB -- 1	SB --	0
	EB -- 3	WB --		0	EB -- 3	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	2	**67**	361	2	**199**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	230	1	0	621	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1,839	3	613	2,206	3	**735**
	Through-Right		0			0	
	Right	76	1	9	279	1	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	2	14	54	2	**30**
	Left-Through		0			0	
	Through	1,942	3	**647**	2,129	3	710
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	67		*North-South:*	199
			East-West:	647		*East-West:*	765
			SUM:	714		*SUM:*	964
VOLUME/CAPACITY *(V/C)* RATIO:				0.501			0.676
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.401**			**0.576**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

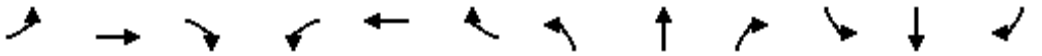
Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	6	0	0.000	N-S(1):	0.091 *
	TH	1.00	8	1,600	0.010 *	N-S(2):	0.000
	LT	0.00	2	1,600	0.001	E-W(1):	0.192 *
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.155
	TH	2.00	475	3,200	0.149		
	LT	2.00	125	2,880	0.043 *	V/C:	0.283
Northbound	RT	2.00	128	2,880	0.023	Lost Time:	0.180
	TH	0.16	19	262	0.073		
	LT	1.84	213	2,644	0.081 *		
Eastbound	RT	1.00	355	1,600	0.149 *	ICU:	0.463
	TH	2.00	308	3,200	0.096		
	LT	1.00	9	1,600	0.006	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	12	0	0.000	N-S(1):	0.165 *
	TH	1.00	10	1,600	0.018 *	N-S(2):	0.000
	LT	0.00	7	1,600	0.004	E-W(1):	0.286 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.111
	TH	2.00	334	3,200	0.106		
	LT	2.00	127	2,880	0.044 *	V/C:	0.451
Northbound	RT	2.00	325	2,880	0.091	Lost Time:	0.180
	TH	0.03	7	53	0.133		
	LT	1.97	417	2,832	0.147 *		
Eastbound	RT	1.00	329	1,600	0.073	ICU:	0.631
	TH	2.00	773	3,200	0.242 *		
	LT	1.00	8	1,600	0.005	LOS:	B

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850					0.962			0.861	0.850
Flt Protected					0.989			0.965			0.997	
Satd. Flow (prot)	0	3610	1615	0	3570	0	0	1764	0	0	1549	1534
Flt Permitted					0.989			0.965			0.997	
Satd. Flow (perm)	0	3610	1615	0	3570	0	0	1764	0	0	1549	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	5.7

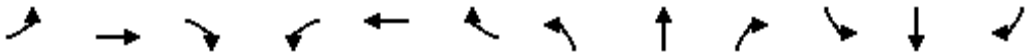
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	302	18	4	14	0	26	0	10	12	3	409
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	302	18	4	14	0	26	0	10	12	3	409

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	302	0	0	319	324	151	173	324	7
Stage 1	-	-	-	-	-	-	302	302	-	22	22	-
Stage 2	-	-	-	-	-	-	17	22	-	151	302	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1617	-	-	1270	-	-	615	597	875	779	597	1080
Stage 1	-	-	-	-	-	-	688	668	-	999	881	-
Stage 2	-	-	-	-	-	-	1006	881	-	842	668	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1617	-	-	1270	-	-	380	595	875	768	595	1080
Mov Capacity-2 Maneuver	-	-	-	-	-	-	380	595	-	768	595	-
Stage 1	-	-	-	-	-	-	688	668	-	999	878	-
Stage 2	-	-	-	-	-	-	621	878	-	832	668	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	13.7	9.4
HCM LOS			B	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	451	1617	-	-	1270	-	-	1030	1080
HCM Lane V/C Ratio	0.08	-	-	-	0.003	-	-	0.147	0.252
HCM Control Delay (s)	13.7	0	-	-	7.844	0	-	9.1	9.5
HCM Lane LOS	B	A			A	A		A	A
HCM 95th %tile Q(veh)	0.259	0	-	-	0.009	-	-	0.514	1.003

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.954										
Satd. Flow (prot)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.954										
Satd. Flow (perm)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	7.1

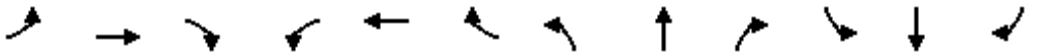
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	312	11	0	0	18	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	312	11	0	0	18	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	18	0	0	11	0	0	653	653	11
Stage 1	-	-	-	-	-	-	635	635	-
Stage 2	-	-	-	-	-	-	18	18	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1612	-	-	1621	-	-	435	389	1076
Stage 1	-	-	-	-	-	-	532	476	-
Stage 2	-	-	-	-	-	-	1010	884	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1612	-	-	1621	-	-	350	0	1076
Mov Capacity-2 Maneuver	-	-	-	-	-	-	350	0	-
Stage 1	-	-	-	-	-	-	428	0	-
Stage 2	-	-	-	-	-	-	1010	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.5	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1612	-	-	1621	-	-
HCM Lane V/C Ratio	+	0.194	-	-	-	-	-
HCM Control Delay (s)	0	7.768	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.717	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850					0.910			0.853	0.850
Flt Protected								0.984			0.999	
Satd. Flow (prot)	0	3610	1615	0	3610	0	0	1701	0	0	1538	1534
Flt Permitted								0.984			0.999	
Satd. Flow (perm)	0	3610	1615	0	3610	0	0	1701	0	0	1538	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	3.6

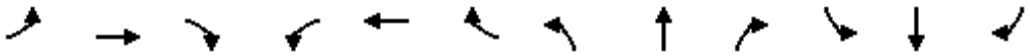
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	322	6	0	2	0	4	0	8	2	0	212
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	322	6	0	2	0	4	0	8	2	0	212

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	322	0	0	323	324	161	163	324	1
Stage 1	-	-	-	-	-	-	322	322	-	2	2	-
Stage 2	-	-	-	-	-	-	1	2	-	161	322	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1634	-	-	1249	-	-	612	597	862	792	597	1089
Stage 1	-	-	-	-	-	-	670	655	-	1026	898	-
Stage 2	-	-	-	-	-	-	1027	898	-	831	655	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1634	-	-	1249	-	-	493	597	862	785	597	1089
Mov Capacity-2 Maneuver	-	-	-	-	-	-	493	597	-	785	597	-
Stage 1	-	-	-	-	-	-	670	655	-	1026	898	-
Stage 2	-	-	-	-	-	-	827	898	-	823	655	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.3	8.7
HCM LOS			B	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	690	1634	-	-	1249	-	-	1078	1089
HCM Lane V/C Ratio	0.017	-	-	-	-	-	-	0.067	0.13
HCM Control Delay (s)	10.3	0	-	-	0	-	-	8.6	8.8
HCM Lane LOS	B	A			A			A	A
HCM 95th %tile Q(veh)	0.053	0	-	-	0	-	-	0.216	0.446

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.953										
Satd. Flow (prot)	0	1811	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.953										
Satd. Flow (perm)	0	1811	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	330	2	0	0	2	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	330	2	0	0	2	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2	0	0	2	0	0	664	664	2
Stage 1	-	-	-	-	-	-	662	662	-
Stage 2	-	-	-	-	-	-	2	2	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1634	-	-	1634	-	-	429	384	1088
Stage 1	-	-	-	-	-	-	517	462	-
Stage 2	-	-	-	-	-	-	1026	898	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1634	-	-	1634	-	-	342	0	1088
Mov Capacity-2 Maneuver	-	-	-	-	-	-	342	0	-
Stage 1	-	-	-	-	-	-	413	0	-
Stage 2	-	-	-	-	-	-	1026	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.7	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1634	-	-	1634	-	-
HCM Lane V/C Ratio	+	0.202	-	-	-	-	-
HCM Control Delay (s)	0	7.76	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.756	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	420	2,880	0.146 *	N-S(1):	0.068
	TH	2.00	118	3,200	0.037	N-S(2):	0.149 *
	LT	0.00	0	0	0.000	E-W(1):	0.016
Westbound	RT	1.00	54	1,600	0.000	E-W(2):	0.054 *
	TH	2.00	173	3,200	0.054 *		
	LT	1.00	26	1,600	0.016	V/C:	0.203
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	216	3,200	0.068		
	LT	1.00	4	1,600	0.003 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.323
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	497	2,880	0.173	N-S(1):	0.185 *
	TH	2.00	110	3,200	0.034	N-S(2):	0.175
	LT	0.00	0	0	0.000 *	E-W(1):	0.004
Westbound	RT	1.00	143	1,600	0.000	E-W(2):	0.048 *
	TH	2.00	153	3,200	0.048 *		
	LT	1.00	7	1,600	0.004	V/C:	0.233
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	593	3,200	0.185 *		
	LT	1.00	3	1,600	0.002		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.353
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.050 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	144	2,880	0.050 *	E-W(1):	0.054
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.076 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.126
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.120
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	2	0	0.000	ICU:	0.246
	TH	2.00	170	3,200	0.054		
	LT	2.00	220	2,880	0.076 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.047 *
	TH	0.15	9	240	0.038	N-S(2):	0.000
	LT	1.85	111	2,664	0.042 *	E-W(1):	0.056
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.208 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.255
Northbound	RT	1.00	8	1,600	0.005 *	Lost Time:	0.120
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.375
	TH	2.00	177	3,200	0.056		
	LT	2.00	598	2,880	0.208 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 15
North/South Street: PIER S WAY
East/West Street: NEW DOCK STREET

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.099 *
	TH	1.00	16	1,600	0.010 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.117 *
Westbound	RT	0.00	13	0	0.000	E-W(2):	0.088
	TH	3.00	402	4,800	0.086		
	LT	1.00	36	1,600	0.023 *	V/C:	0.216
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.180
	TH	0.07	9	113	0.080		
	LT	1.93	246	2,778	0.089 *		
Eastbound	RT	1.00	237	1,600	0.000	ICU:	0.396
	TH	2.00	300	3,200	0.094 *		
	LT	1.00	3	1,600	0.002	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.098 *
	TH	1.00	41	1,600	0.026 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.106 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.048
	TH	3.00	180	4,800	0.044		
	LT	1.00	6	1,600	0.004 *	V/C:	0.204
Northbound	RT	1.00	3	1,600	0.000	Lost Time:	0.180
	TH	0.49	50	777	0.064		
	LT	1.51	156	2,181	0.072 *		
Eastbound	RT	1.00	228	1,600	0.000	ICU:	0.384
	TH	2.00	325	3,200	0.102 *		
	LT	1.00	7	1,600	0.004	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	145	1,600	0.091 *	N-S(1):	0.034
	TH	2.00	150	3,200	0.047	N-S(2):	0.093 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	170	2,880	0.059	E-W(2):	0.134 *
	TH	2.00	429	3,200	0.134 *		
	LT	0.00	0	0	0.000	V/C:	0.227
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	106	3,200	0.034		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.327
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	165	1,600	0.103 *	N-S(1):	0.025
	TH	2.00	111	3,200	0.035	N-S(2):	0.105 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	133	2,880	0.046	E-W(2):	0.163 *
	TH	2.00	520	3,200	0.163 *		
	LT	0.00	0	0	0.000	V/C:	0.268
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	76	3,200	0.025		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.368
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.051 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	148	2,880	0.051 *	E-W(1):	0.082 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.069
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.133
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.253
	TH	2.00	261	3,200	0.082 *		
	LT	1.00	110	1,600	0.069	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.038 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	110	2,880	0.038 *	E-W(1):	0.199 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.043
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.237
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.357
	TH	2.00	636	3,200	0.199 *		
	LT	1.00	69	1,600	0.043	LOS:	A

* = Critical Movement

NO PROJECT ALTERNATIVE (2026) – ALTERNATIVE 1

MIDDAY PEAK HOUR

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.276 *
	TH	3.00	743	4,800	0.155	N-S(2):	0.155
	LT	1.00	178	1,600	0.111 *	E-W(1):	0.046 *
Westbound	RT	2.00	280	2,880	0.035	E-W(2):	0.035
	TH	0.00	0	0	0.000		
	LT	1.00	73	1,600	0.046 *	V/C:	0.322
Northbound	RT	0.00	74	0	0.000	Lost Time:	0.120
	TH	3.00	717	4,800	0.165 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.442
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	58	1,600	0.000	N-S(1):	0.070 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	194	2,880	0.067 *	E-W(1):	0.116
Westbound	RT	1.00	288	1,600	0.119	E-W(2):	0.242 *
	TH	1.00	324	1,600	0.203 *		
	LT	1.00	0	1,600	0.000	V/C:	0.312
Northbound	RT	0.00	2	0	0.000	Lost Time:	0.180
	TH	2.00	3	3,200	0.003		
	LT	0.00	5	1,600	0.003 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.492
	TH	2.00	370	3,200	0.116		
	LT	1.00	62	1,600	0.039 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.50	3	800	0.000	N-S(1):	0.004 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.50	3	800	0.004 *	E-W(1):	0.212
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.285 *
	TH	2.00	905	3,200	0.283 *		
	LT	0.00	0	0	0.000	V/C:	0.289
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.409
	TH	2.00	679	3,200	0.212		
	LT	1.00	3	1,600	0.002 *	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #: 4

PROJECT TITLE: Yusen Terminal (YTI) Project - Port of Los Angeles
North-South Street: Alameda Street East-West Street: O Street
Scenario: No Project Alternative (2026) - Alternative 1
Count Date: Analyst: Raju Associates Date: 8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		3	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	470	2	**213**		0	0
	Through-Right		1			0	
	Right	168	0	168		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	202	1	**202**		0	0
	Left-Through		0			0	
	Through	511	3	170		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0		0	0
	Left-Through		0			0	
	Through	0	0	**0**		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	**128**		0	**0**
	Left-Through		0			0	
	Through	0	0	0		0	0
	Through-Right		0			0	
	Right	273	1	71		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	415		*North-South:*	0
			East-West:	128		*East-West:*	0
			SUM:	543		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.381			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.281**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
5	North-South Street:	O Street	East-West Street:	Pacific Coast Highway	
	Scenario:	No Project Alternative (2026) - Alternative 1			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	0	0	**0**		0	0
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	1	132		0	0
	Left-Through		0			0	
	Through	0	0	0		0	**0**
	Through-Right		0			0	
	Right	238	1	34		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	204	1	**204**		0	0
	Left-Through		0			0	
	Through	792	2	396		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	746	2	**314**		0	0
	Through-Right		1			0	
	Right	197	0	197		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	132		*North-South:*	0
			East-West:	518		*East-West:*	0
			SUM:	650		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.456			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.356**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
6	North-South Street:	Henry Ford Avenue	East-West Street:	Denni Street
	Scenario:	No Project Alternative (2026) - Alternative 1		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		MIDDAY PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	478	2	**239**		0	0
	Through-Right		0			0	
	Right	23	1	23		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	0	**7**		0	0
	Left-Through		1			0	
	Through	313	1	164		0	**0**
	Through-Right		0			0	
	Right	1	0	1		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**		0	0
	Left-Through		0			0	
	Through	2	0	10		0	**0**
	Through-Right		1			0	
	Right	8	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	0	23		0	**0**
	Left-Through		0			0	
	Through	4	0	**54**		0	0
	Through-Right		0			0	
	Right	27	0	0		0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	246		North-South:	0
			East-West:	149		East-West:	0
			SUM:	395		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.277			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.177**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street
	Scenario:	No Project Alternative (2026) - Alternative 1		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 0	SB --	0
		EB -- 1	WB --	3	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	165	1	**108**		0	**0**
	Left-Through		1			0	
	Through	158	1	108		0	0
	Through-Right		0			0	
	Right	125	1	48		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	**151**		0	0
	Left-Through		0			0	
	Through	198	2	86		0	**0**
	Through-Right		1			0	
	Right	60	0	60		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110		0	0
	Left-Through		0			0	
	Through	773	2	**387**		0	**0**
	Through-Right		0			0	
	Right	165	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	**77**		0	**0**
	Left-Through		0			0	
	Through	701	2	351		0	0
	Through-Right		0			0	
	Right	148	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	259		*North-South:*	0
			East-West:	464		*East-West:*	0
			SUM:	723		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.526			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.426**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way	
	Scenario:	No Project Alternative (2026) - Alternative 1			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		3	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	**32**		0	**0**
	Left-Through		0			0	
	Through	238	2	119		0	0
	Through-Right		0			0	
	Right	74	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	2	47		0	0
	Left-Through		0			0	
	Through	268	1	**155**		0	**0**
	Through-Right		1			0	
	Right	42	0	42		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	71	1	**71**		0	0
	Left-Through		0			0	
	Through	3	0	29		0	**0**
	Through-Right		1			0	
	Right	26	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	0	80		0	**0**
	Left-Through		1			0	
	Through	0	0	80		0	0
	Through-Right		0			0	
	Right	144	1	**97**		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	187		*North-South:*	0
			East-West:	168		*East-West:*	0
			SUM:	355		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.258			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.158**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
9	North-South Street:	Navy Way	East-West Street:	Seaside Avenue (SR 47)
	Scenario:	No Project Alternative (2026) - Alternative 1		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	2	**102**		0	**0**
	Left-Through		0			0	
	Through	0	0	0		0	0
	Through-Right		0			0	
	Right	566	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0		0	0
	Left-Through		0			0	
	Through	0	0	**0**		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**		0	0
	Left-Through		0			0	
	Through	1,462	3	487		0	**0**
	Through-Right		0			0	
	Right	120	1	18		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	35	2	19		0	**0**
	Left-Through		0			0	
	Through	1,553	3	**518**		0	0
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	102		*North-South:*	0
			East-West:	518		*East-West:*	0
			SUM:	620		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.435			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.335**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

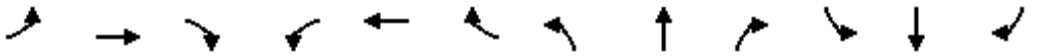
Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	5	0	0.000	N-S(1):	0.164 *
	TH	1.00	5	1,600	0.007 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.152 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.101
	TH	2.00	317	3,200	0.100		
	LT	2.00	104	2,880	0.036 *	V/C:	0.316
Northbound	RT	2.00	253	2,880	0.070	Lost Time:	0.180
	TH	0.03	6	42	0.141		
	LT	1.97	446	2,842	0.157 *		
Eastbound	RT	1.00	268	1,600	0.026	ICU:	0.496
	TH	2.00	370	3,200	0.116 *		
	LT	1.00	1	1,600	0.001	LOS:	A

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt								0.884			0.864	0.850
Flt Protected								0.993			0.996	
Satd. Flow (prot)	0	3610	1900	0	3610	0	0	1668	0	0	1553	1534
Flt Permitted								0.993			0.996	
Satd. Flow (perm)	0	3610	1900	0	3610	0	0	1668	0	0	1553	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	4.3

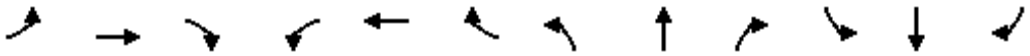
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	213	0	0	23	0	3	0	18	9	1	196
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	213	0	0	23	0	3	0	18	9	1	196

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	213	0	0	225	236	107	130	236	12
Stage 1	-	-	-	-	-	-	213	213	-	23	23	-
Stage 2	-	-	-	-	-	-	12	23	-	107	213	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1605	-	-	1369	-	-	717	668	933	835	668	1072
Stage 1	-	-	-	-	-	-	775	730	-	998	880	-
Stage 2	-	-	-	-	-	-	1012	880	-	893	730	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1605	-	-	1369	-	-	585	668	933	819	668	1072
Mov Capacity-2 Maneuver	-	-	-	-	-	-	585	668	-	819	668	-
Stage 1	-	-	-	-	-	-	775	730	-	998	880	-
Stage 2	-	-	-	-	-	-	826	880	-	876	730	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.3	8.8
HCM LOS			A	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	860	1605	-	-	1369	-	-	1026	1072
HCM Lane V/C Ratio	0.024	-	-	-	-	-	-	0.073	0.122
HCM Control Delay (s)	9.3	0	-	-	0	-	-	8.8	8.8
HCM Lane LOS	A	A			A			A	A
HCM 95th %tile Q(veh)	0.075	0	-	-	0	-	-	0.237	0.415

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.954										
Satd. Flow (prot)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.954										
Satd. Flow (perm)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	231	9	0	0	23	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	231	9	0	0	23	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	23	0	0	9	0	0	494	494	9
Stage 1	-	-	-	-	-	-	471	471	-
Stage 2	-	-	-	-	-	-	23	23	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1605	-	-	1624	-	-	538	479	1079
Stage 1	-	-	-	-	-	-	632	563	-
Stage 2	-	-	-	-	-	-	1005	880	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1605	-	-	1624	-	-	460	0	1079
Mov Capacity-2 Maneuver	-	-	-	-	-	-	460	0	-
Stage 1	-	-	-	-	-	-	540	0	-
Stage 2	-	-	-	-	-	-	1005	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.3	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1605	-	-	1624	-	-
HCM Lane V/C Ratio	+	0.144	-	-	-	-	-
HCM Control Delay (s)	0	7.62	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.503	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	592	2,880	0.206 *	N-S(1):	0.170
	TH	2.00	115	3,200	0.036	N-S(2):	0.208 *
	LT	0.00	0	0	0.000	E-W(1):	0.008
Westbound	RT	1.00	174	1,600	0.000	E-W(2):	0.050 *
	TH	2.00	160	3,200	0.050 *		
	LT	1.00	13	1,600	0.008	V/C:	0.258
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	545	3,200	0.170		
	LT	1.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.378
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.053 *
	TH	0.15	10	235	0.043	N-S(2):	0.000
	LT	1.85	126	2,668	0.047 *	E-W(1):	0.063
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.238
Northbound	RT	1.00	6	1,600	0.004	Lost Time:	0.120
	TH	2.00	19	3,200	0.006 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.358
	TH	2.00	172	3,200	0.063		
	LT	2.00	534	2,880	0.185 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 15
North/South Street: PIER S WAY
East/West Street: NEW DOCK STREET

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.152 *
	TH	1.00	59	1,600	0.038 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.080 *
Westbound	RT	0.00	14	0	0.000	E-W(2):	0.054
	TH	3.00	183	4,800	0.041		
	LT	1.00	26	1,600	0.016 *	V/C:	0.232
Northbound	RT	1.00	7	1,600	0.000	Lost Time:	0.180
	TH	0.24	39	380	0.103		
	LT	1.76	289	2,538	0.114 *		
Eastbound	RT	1.00	173	1,600	0.000	ICU:	0.412
	TH	2.00	205	3,200	0.064 *		
	LT	1.00	20	1,600	0.013	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	77	1,600	0.048	N-S(1):	0.030
	TH	2.00	181	3,200	0.057 *	N-S(2):	0.058 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	241	2,880	0.084	E-W(2):	0.159 *
	TH	2.00	508	3,200	0.159 *		
	LT	0.00	0	0	0.000	V/C:	0.217
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	94	3,200	0.030		
	LT	0.00	2	1,600	0.001 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.317
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: NO PROJECT ALTERNATIVE (2026) - ALTERNATIVE 1

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.060 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	174	2,880	0.060 *	E-W(1):	0.180 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.057
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.240
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.360
	TH	2.00	576	3,200	0.180 *		
	LT	1.00	91	1,600	0.057	LOS:	A

* = Critical Movement

NO FEDERAL ACTION (2026) – ALTERNATIVE 2

AM/PM PEAK HOURS

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.262 *
	TH	3.00	778	4,800	0.162	N-S(2):	0.162
	LT	1.00	219	1,600	0.137 *	E-W(1):	0.036 *
Westbound	RT	2.00	178	2,880	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	58	1,600	0.036 *	V/C:	0.298
Northbound	RT	0.00	64	0	0.000	Lost Time:	0.120
	TH	3.00	538	4,800	0.125 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.418
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.337 *
	TH	3.00	1,032	4,800	0.215	N-S(2):	0.215
	LT	1.00	239	1,600	0.149 *	E-W(1):	0.058
Westbound	RT	2.00	457	2,880	0.076 *	E-W(2):	0.076 *
	TH	0.00	0	0	0.000		
	LT	1.00	92	1,600	0.058	V/C:	0.413
Northbound	RT	0.00	77	0	0.000	Lost Time:	0.120
	TH	3.00	825	4,800	0.188 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.533
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	128	1,600	0.012	N-S(1):	0.058 *
	TH	0.19	14	309	0.045	N-S(2):	0.000
	LT	1.81	131	2,602	0.050 *	E-W(1):	0.129
Westbound	RT	1.00	111	1,600	0.024	E-W(2):	0.349 *
	TH	1.00	449	1,600	0.281 *		
	LT	1.00	5	1,600	0.003	V/C:	0.407
Northbound	RT	0.00	3	0	0.000	Lost Time:	0.180
	TH	2.00	21	3,200	0.008 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.587
	TH	2.00	401	3,200	0.126		
	LT	1.00	109	1,600	0.068 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.000	N-S(1):	0.077 *
	TH	0.29	24	468	0.051	N-S(2):	0.000
	LT	1.71	140	2,459	0.057 *	E-W(1):	0.256
Westbound	RT	1.00	306	1,600	0.140	E-W(2):	0.387 *
	TH	1.00	418	1,600	0.261 *		
	LT	1.00	10	1,600	0.006	V/C:	0.464
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.180
	TH	2.00	43	3,200	0.020 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	6	0	0.000	ICU:	0.644
	TH	2.00	794	3,200	0.250		
	LT	1.00	201	1,600	0.126 *	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.15	23	233	0.086	N-S(1):	0.099 *
	TH	0.00	0	0	0.000	N-S(2):	0.086
	LT	0.85	135	1,367	0.099 *	E-W(1):	0.181
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.188 *
	TH	2.00	595	3,200	0.186 *		
	LT	0.00	0	0	0.000	V/C:	0.287
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.407
	TH	2.00	580	3,200	0.181		
	LT	1.00	3	1,600	0.002 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.48	13	770	0.001	N-S(1):	0.017 *
	TH	0.00	0	0	0.000	N-S(2):	0.001
	LT	0.52	14	830	0.017 *	E-W(1):	0.317 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.234
	TH	2.00	706	3,200	0.226		
	LT	0.00	0	0	0.000 *	V/C:	0.334
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.454
	TH	2.00	1,013	3,200	0.317 *		
	LT	1.00	12	1,600	0.008	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #: 4

PROJECT TITLE: Yusen Terminal (YTI) Project - Port of Los Angeles
North-South Street: Alameda Street East-West Street: O Street
Scenario: No Federal Action (2026) - Alternative 2
Count Date: Analyst: Raju Associates Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	395	2	**175**	650	2	**273**
	Through-Right		1			1	
	Right	131	0	131	168	0	168
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	235	1	**235**	315	1	**315**
	Left-Through		0			0	
	Through	667	3	222	815	3	272
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	144	1	**144**	100	1	**100**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	243	1	8	323	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	410		*North-South:*	588
			East-West:	144		*East-West:*	100
			SUM:	554		*SUM:*	688
VOLUME/CAPACITY *(V/C)* RATIO:				0.389			0.483
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.289**			**0.383**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 5

PROJECT TITLE: Yusen Terminal (YTI) Project - Port of Los Angeles
North-South Street: O Street East-West Street: Pacific Coast Highway
Scenario: No Federal Action (2026) - Alternative 2
Count Date: Analyst: Raju Associates Date: 8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	185	1	**185**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	184	1	0	298	1	77
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	197	1	**197**	221	1	**221**
	Left-Through		0			0	
	Through	642	2	321	1,078	2	539
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	795	2	**329**	949	2	**383**
	Through-Right		1			1	
	Right	192	0	192	200	0	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	180		*North-South:*	185
			East-West:	526		*East-West:*	604
			SUM:	706		*SUM:*	789
VOLUME/CAPACITY *(V/C)* RATIO:				0.495			0.554
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.395**			**0.454**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 6

PROJECT TITLE: Yusen Terminal (YTI) Project - Port of Los Angeles
North-South Street: Henry Ford Avenue East-West Street: Denni Street
Scenario: No Federal Action (2026) - Alternative 2
Count Date: Analyst: Raju Associates Date: 12-Aug-13

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 2	WB --		0	EB -- 2	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	336	2	168	584	2	**292**
	Through-Right		0			0	
	Right	18	1	18	20	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	14	12	0	**12**
	Left-Through		1			1	
	Through	386	1	**207**	372	1	210
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	98	1	**98**
	Left-Through		0			0	
	Through	5	0	11	6	0	8
	Through-Right		1			1	
	Right	6	0	0	2	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	23	0	23
	Left-Through		0			0	
	Through	1	0	**17**	5	0	**59**
	Through-Right		0			0	
	Right	6	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	207		*North-South:*	304
			East-West:	69		*East-West:*	157
			SUM:	276		*SUM:*	461
	VOLUME/CAPACITY *(V/C)* RATIO:			0.194			0.324
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.094**			**0.224**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street
	Scenario:	No Federal Action (2026) - Alternative 2		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 1	WB --	3	EB -- 1	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	257	1	**146**
	Left-Through		1			1	
	Through	147	1	**74**	182	1	146
	Through-Right		0			0	
	Right	49	1	0	97	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	88	1	88	149	1	**149**
	Left-Through		0			0	
	Through	300	2	**107**	234	2	87
	Through-Right		1			1	
	Right	20	0	20	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	65	102	1	102
	Left-Through		0			0	
	Through	683	2	**342**	1,100	2	**550**
	Through-Right		0			0	
	Right	186	1	0	203	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	**72**	47	1	**47**
	Left-Through		0			0	
	Through	650	2	325	843	2	422
	Through-Right		0			0	
	Right	83	1	0	145	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	181		*North-South:*	295
			East-West:	414		*East-West:*	597
			SUM:	595		*SUM:*	892
	VOLUME/CAPACITY *(V/C)* RATIO:			0.433			0.649
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.333**			**0.549**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way
	Scenario:	No Federal Action (2026) - Alternative 2		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	**15**	18	1	18
	Left-Through		0			0	
	Through	173	2	87	378	2	**189**
	Through-Right		0			0	
	Right	44	1	0	56	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	2	58	113	2	**62**
	Left-Through		0			0	
	Through	377	1	**211**	352	1	199
	Through-Right		1			1	
	Right	44	0	44	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	63	1	**63**
	Left-Through		0			0	
	Through	5	0	28	2	0	18
	Through-Right		1			1	
	Right	23	0	0	16	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	0	**63**	64	0	64
	Left-Through		1			1	
	Through	0	0	63	2	0	66
	Through-Right		0			0	
	Right	57	1	0	133	1	**71**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	226		*North-South:*	251
			East-West:	93		*East-West:*	134
			SUM:	319		*SUM:*	385
	VOLUME/CAPACITY *(V/C)* RATIO:			0.232			0.280
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.132**			**0.180**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
9	North-South Street:	Navy Way	East-West Street:	Seaside Avenue (SR 47)
	Scenario:	No Federal Action (2026) - Alternative 2		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	2	**67**	361	2	**199**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	230	1	0	621	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1,839	3	613	2,206	3	**735**
	Through-Right		0			0	
	Right	76	1	9	279	1	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	2	14	54	2	**30**
	Left-Through		0			0	
	Through	1,942	3	**647**	2,129	3	710
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	67		*North-South:*	199
			East-West:	647		*East-West:*	765
			SUM:	714		*SUM:*	964
	VOLUME/CAPACITY *(V/C)* RATIO:			0.501			0.676
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.401**			**0.576**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

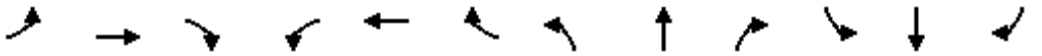
Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	6	0	0.000	N-S(1):	0.091 *
	TH	1.00	8	1,600	0.010 *	N-S(2):	0.000
	LT	0.00	2	1,600	0.001	E-W(1):	0.192 *
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.155
	TH	2.00	475	3,200	0.149		
	LT	2.00	125	2,880	0.043 *	V/C:	0.283
Northbound	RT	2.00	128	2,880	0.023	Lost Time:	0.180
	TH	0.16	19	262	0.073		
	LT	1.84	213	2,644	0.081 *		
Eastbound	RT	1.00	355	1,600	0.149 *	ICU:	0.463
	TH	2.00	308	3,200	0.096		
	LT	1.00	9	1,600	0.006	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	12	0	0.000	N-S(1):	0.165 *
	TH	1.00	10	1,600	0.018 *	N-S(2):	0.000
	LT	0.00	7	1,600	0.004	E-W(1):	0.286 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.111
	TH	2.00	334	3,200	0.106		
	LT	2.00	127	2,880	0.044 *	V/C:	0.451
Northbound	RT	2.00	325	2,880	0.091	Lost Time:	0.180
	TH	0.03	7	53	0.133		
	LT	1.97	417	2,832	0.147 *		
Eastbound	RT	1.00	329	1,600	0.073	ICU:	0.631
	TH	2.00	773	3,200	0.242 *		
	LT	1.00	8	1,600	0.005	LOS:	B

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850					0.962			0.861	0.850
Flt Protected					0.989			0.965			0.997	
Satd. Flow (prot)	0	3610	1615	0	3570	0	0	1764	0	0	1549	1534
Flt Permitted					0.989			0.965			0.997	
Satd. Flow (perm)	0	3610	1615	0	3570	0	0	1764	0	0	1549	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	5.7

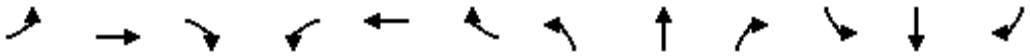
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	302	18	4	14	0	26	0	10	12	3	409
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	302	18	4	14	0	26	0	10	12	3	409

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	302	0	0	319	324	151	173	324	7
Stage 1	-	-	-	-	-	-	302	302	-	22	22	-
Stage 2	-	-	-	-	-	-	17	22	-	151	302	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1617	-	-	1270	-	-	615	597	875	779	597	1080
Stage 1	-	-	-	-	-	-	688	668	-	999	881	-
Stage 2	-	-	-	-	-	-	1006	881	-	842	668	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1617	-	-	1270	-	-	380	595	875	768	595	1080
Mov Capacity-2 Maneuver	-	-	-	-	-	-	380	595	-	768	595	-
Stage 1	-	-	-	-	-	-	688	668	-	999	878	-
Stage 2	-	-	-	-	-	-	621	878	-	832	668	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	13.7	9.4
HCM LOS			B	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	451	1617	-	-	1270	-	-	1030	1080
HCM Lane V/C Ratio	0.08	-	-	-	0.003	-	-	0.147	0.252
HCM Control Delay (s)	13.7	0	-	-	7.844	0	-	9.1	9.5
HCM Lane LOS	B	A			A	A		A	A
HCM 95th %tile Q(veh)	0.259	0	-	-	0.009	-	-	0.514	1.003

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.954										
Satd. Flow (prot)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.954										
Satd. Flow (perm)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	7.1

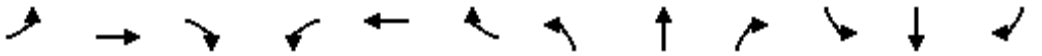
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	312	11	0	0	18	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	312	11	0	0	18	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	18	0	0	11	0	0	653	653	11
Stage 1	-	-	-	-	-	-	635	635	-
Stage 2	-	-	-	-	-	-	18	18	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1612	-	-	1621	-	-	435	389	1076
Stage 1	-	-	-	-	-	-	532	476	-
Stage 2	-	-	-	-	-	-	1010	884	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1612	-	-	1621	-	-	350	0	1076
Mov Capacity-2 Maneuver	-	-	-	-	-	-	350	0	-
Stage 1	-	-	-	-	-	-	428	0	-
Stage 2	-	-	-	-	-	-	1010	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.5	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1612	-	-	1621	-	-
HCM Lane V/C Ratio	+	0.194	-	-	-	-	-
HCM Control Delay (s)	0	7.768	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.717	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850					0.910			0.853	0.850
Flt Protected								0.984			0.999	
Satd. Flow (prot)	0	3610	1615	0	3610	0	0	1701	0	0	1538	1534
Flt Permitted								0.984			0.999	
Satd. Flow (perm)	0	3610	1615	0	3610	0	0	1701	0	0	1538	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	322	6	0	2	0	4	0	8	2	0	212
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	322	6	0	2	0	4	0	8	2	0	212

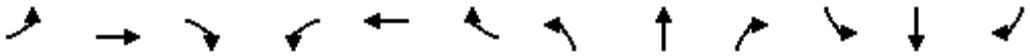
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	322	0	0	323	324	161	163	324	1
Stage 1	-	-	-	-	-	-	322	322	-	2	2	-
Stage 2	-	-	-	-	-	-	1	2	-	161	322	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1634	-	-	1249	-	-	612	597	862	792	597	1089
Stage 1	-	-	-	-	-	-	670	655	-	1026	898	-
Stage 2	-	-	-	-	-	-	1027	898	-	831	655	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1634	-	-	1249	-	-	493	597	862	785	597	1089
Mov Capacity-2 Maneuver	-	-	-	-	-	-	493	597	-	785	597	-
Stage 1	-	-	-	-	-	-	670	655	-	1026	898	-
Stage 2	-	-	-	-	-	-	827	898	-	823	655	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.3	8.7
HCM LOS			B	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	690	1634	-	-	1249	-	-	1078	1089
HCM Lane V/C Ratio	0.017	-	-	-	-	-	-	0.067	0.13
HCM Control Delay (s)	10.3	0	-	-	0	-	-	8.6	8.8
HCM Lane LOS	B	A			A			A	A
HCM 95th %tile Q(veh)	0.053	0	-	-	0	-	-	0.216	0.446

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.953										
Satd. Flow (prot)	0	1811	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.953										
Satd. Flow (perm)	0	1811	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	330	2	0	0	2	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	330	2	0	0	2	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2	0	0	2	0	0	664	664	2
Stage 1	-	-	-	-	-	-	662	662	-
Stage 2	-	-	-	-	-	-	2	2	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1634	-	-	1634	-	-	429	384	1088
Stage 1	-	-	-	-	-	-	517	462	-
Stage 2	-	-	-	-	-	-	1026	898	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1634	-	-	1634	-	-	342	0	1088
Mov Capacity-2 Maneuver	-	-	-	-	-	-	342	0	-
Stage 1	-	-	-	-	-	-	413	0	-
Stage 2	-	-	-	-	-	-	1026	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.7	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1634	-	-	1634	-	-
HCM Lane V/C Ratio	+	0.202	-	-	-	-	-
HCM Control Delay (s)	0	7.76	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.756	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	420	2,880	0.146 *	N-S(1):	0.068
	TH	2.00	118	3,200	0.037	N-S(2):	0.149 *
	LT	0.00	0	0	0.000	E-W(1):	0.016
Westbound	RT	1.00	54	1,600	0.000	E-W(2):	0.054 *
	TH	2.00	173	3,200	0.054 *		
	LT	1.00	26	1,600	0.016	V/C:	0.203
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	216	3,200	0.068		
	LT	1.00	4	1,600	0.003 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.323
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	497	2,880	0.173	N-S(1):	0.185 *
	TH	2.00	110	3,200	0.034	N-S(2):	0.175
	LT	0.00	0	0	0.000 *	E-W(1):	0.004
Westbound	RT	1.00	143	1,600	0.000	E-W(2):	0.048 *
	TH	2.00	153	3,200	0.048 *		
	LT	1.00	7	1,600	0.004	V/C:	0.233
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	593	3,200	0.185 *		
	LT	1.00	3	1,600	0.002		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.353
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.050 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	144	2,880	0.050 *	E-W(1):	0.054
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.076 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.126
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.120
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	2	0	0.000	ICU:	0.246
	TH	2.00	170	3,200	0.054		
	LT	2.00	220	2,880	0.076 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.047 *
	TH	0.15	9	240	0.038	N-S(2):	0.000
	LT	1.85	111	2,664	0.042 *	E-W(1):	0.056
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.208 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.255
Northbound	RT	1.00	8	1,600	0.005 *	Lost Time:	0.120
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.375
	TH	2.00	177	3,200	0.056		
	LT	2.00	598	2,880	0.208 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 15
North/South Street: PIER S WAY
East/West Street: NEW DOCK STREET

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.099 *
	TH	1.00	16	1,600	0.010 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.117 *
Westbound	RT	0.00	13	0	0.000	E-W(2):	0.088
	TH	3.00	402	4,800	0.086		
	LT	1.00	36	1,600	0.023 *	V/C:	0.216
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.180
	TH	0.07	9	113	0.080		
	LT	1.93	246	2,778	0.089 *		
Eastbound	RT	1.00	237	1,600	0.000	ICU:	0.396
	TH	2.00	300	3,200	0.094 *		
	LT	1.00	3	1,600	0.002	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.098 *
	TH	1.00	41	1,600	0.026 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.106 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.048
	TH	3.00	180	4,800	0.044		
	LT	1.00	6	1,600	0.004 *	V/C:	0.204
Northbound	RT	1.00	3	1,600	0.000	Lost Time:	0.180
	TH	0.49	50	777	0.064		
	LT	1.51	156	2,181	0.072 *		
Eastbound	RT	1.00	228	1,600	0.000	ICU:	0.384
	TH	2.00	325	3,200	0.102 *		
	LT	1.00	7	1,600	0.004	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	145	1,600	0.091 *	N-S(1):	0.034
	TH	2.00	150	3,200	0.047	N-S(2):	0.093 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	170	2,880	0.059	E-W(2):	0.134 *
	TH	2.00	429	3,200	0.134 *		
	LT	0.00	0	0	0.000	V/C:	0.227
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	106	3,200	0.034		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.327
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	165	1,600	0.103 *	N-S(1):	0.025
	TH	2.00	111	3,200	0.035	N-S(2):	0.105 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	133	2,880	0.046	E-W(2):	0.163 *
	TH	2.00	520	3,200	0.163 *		
	LT	0.00	0	0	0.000	V/C:	0.268
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	76	3,200	0.025		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.368
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.051 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	148	2,880	0.051 *	E-W(1):	0.082 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.069
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.133
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.253
	TH	2.00	261	3,200	0.082 *		
	LT	1.00	110	1,600	0.069	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.038 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	110	2,880	0.038 *	E-W(1):	0.199 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.043
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.237
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.357
	TH	2.00	636	3,200	0.199 *		
	LT	1.00	69	1,600	0.043	LOS:	A

* = Critical Movement

NO FEDERAL ACTION (2026) – ALTERNATIVE 2

MIDDAY PEAK HOUR

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.276 *
	TH	3.00	743	4,800	0.155	N-S(2):	0.155
	LT	1.00	178	1,600	0.111 *	E-W(1):	0.046 *
Westbound	RT	2.00	280	2,880	0.035	E-W(2):	0.035
	TH	0.00	0	0	0.000		
	LT	1.00	73	1,600	0.046 *	V/C:	0.322
Northbound	RT	0.00	74	0	0.000	Lost Time:	0.120
	TH	3.00	717	4,800	0.165 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.442
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	58	1,600	0.000	N-S(1):	0.070 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	194	2,880	0.067 *	E-W(1):	0.116
Westbound	RT	1.00	288	1,600	0.119	E-W(2):	0.242 *
	TH	1.00	324	1,600	0.203 *		
	LT	1.00	0	1,600	0.000	V/C:	0.312
Northbound	RT	0.00	2	0	0.000	Lost Time:	0.180
	TH	2.00	3	3,200	0.003		
	LT	0.00	5	1,600	0.003 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.492
	TH	2.00	370	3,200	0.116		
	LT	1.00	62	1,600	0.039 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.50	3	800	0.000	N-S(1):	0.004 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.50	3	800	0.004 *	E-W(1):	0.212
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.285 *
	TH	2.00	905	3,200	0.283 *		
	LT	0.00	0	0	0.000	V/C:	0.289
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.409
	TH	2.00	679	3,200	0.212		
	LT	1.00	3	1,600	0.002 *	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
4	North-South Street:	Alameda Street	East-West Street:	O Street
	Scenario:	No Federal Action (2026) - Alternative 2		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	470	2	**213**		0	0
	Through-Right		1			0	
	Right	168	0	168		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	202	1	**202**		0	0
	Left-Through		0			0	
	Through	511	3	170		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0		0	0
	Left-Through		0			0	
	Through	0	0	**0**		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	**128**		0	**0**
	Left-Through		0			0	
	Through	0	0	0		0	0
	Through-Right		0			0	
	Right	273	1	71		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	415		North-South:	0
			East-West:	128		East-West:	0
			SUM:	543		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.381			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.281**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 5

PROJECT TITLE: Yusen Terminal (YTI) Project - Port of Los Angeles
North-South Street: O Street East-West Street: Pacific Coast Highway
Scenario: No Federal Action (2026) - Alternative 2
Count Date: Analyst: Raju Associates Date: 8/12/2013

	MIDDAY PEAK HOUR					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	0	0	**0**		0	0
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	1	132		0	0
	Left-Through		0			0	
	Through	0	0	0		0	**0**
	Through-Right		0			0	
	Right	238	1	34		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	204	1	**204**		0	0
	Left-Through		0			0	
	Through	792	2	396		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	746	2	**314**		0	0
	Through-Right		1			0	
	Right	197	0	197		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	132		*North-South:*	0
			East-West:	518		*East-West:*	0
			SUM:	650		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.456			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.356**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 6

PROJECT TITLE: Yusen Terminal (YTI) Project - Port of Los Angeles
North-South Street: Henry Ford Avenue East-West Street: Denni Street
Scenario: No Federal Action (2026) - Alternative 2
Count Date: Analyst: Raju Associates Date: 8/12/2013

		MIDDAY PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	478	2	**239**		0	0
	Through-Right		0			0	
	Right	23	1	23		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	0	**7**		0	0
	Left-Through		1			0	
	Through	313	1	164		0	**0**
	Through-Right		0			0	
	Right	1	0	1		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**		0	0
	Left-Through		0			0	
	Through	2	0	10		0	**0**
	Through-Right		1			0	
	Right	8	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	0	23		0	**0**
	Left-Through		0			0	
	Through	4	0	**54**		0	0
	Through-Right		0			0	
	Right	27	0	0		0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	246		*North-South:*	0
			East-West:	149		*East-West:*	0
			SUM:	395		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.277			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.177**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street
	Scenario:	No Federal Action (2026) - Alternative 2		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --		3	NB -- 0	SB --	0
	EB -- 1	WB --		3	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	165	1	**108**		0	**0**
	Left-Through		1			0	
	Through	158	1	108		0	0
	Through-Right		0			0	
	Right	125	1	48		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	**151**		0	0
	Left-Through		0			0	
	Through	198	2	86		0	**0**
	Through-Right		1			0	
	Right	60	0	60		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110		0	0
	Left-Through		0			0	
	Through	773	2	**387**		0	**0**
	Through-Right		0			0	
	Right	165	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	**77**		0	**0**
	Left-Through		0			0	
	Through	701	2	351		0	0
	Through-Right		0			0	
	Right	148	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	259		*North-South:*	0
			East-West:	464		*East-West:*	0
			SUM:	723		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.526			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.426**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way	
	Scenario:	No Federal Action (2026) - Alternative 2			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	**32**		0	**0**
	Left-Through		0			0	
	Through	238	2	119		0	0
	Through-Right		0			0	
	Right	74	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	2	47		0	0
	Left-Through		0			0	
	Through	268	1	**155**		0	**0**
	Through-Right		1			0	
	Right	42	0	42		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	71	1	**71**		0	0
	Left-Through		0			0	
	Through	3	0	29		0	**0**
	Through-Right		1			0	
	Right	26	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	0	80		0	**0**
	Left-Through		1			0	
	Through	0	0	80		0	0
	Through-Right		0			0	
	Right	144	1	**97**		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	187		*North-South:*	0
			East-West:	168		*East-West:*	0
			SUM:	355		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.258			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.158**			0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
9	North-South Street:	Navy Way	East-West Street:	Seaside Avenue (SR 47)
	Scenario:	No Federal Action (2026) - Alternative 2		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		MIDDAY PEAK HOUR					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	2	**102**		0	**0**
	Left-Through		0			0	
	Through	0	0	0		0	0
	Through-Right		0			0	
	Right	566	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0		0	0
	Left-Through		0			0	
	Through	0	0	**0**		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**		0	0
	Left-Through		0			0	
	Through	1,462	3	487		0	**0**
	Through-Right		0			0	
	Right	120	1	18		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	35	2	19		0	**0**
	Left-Through		0			0	
	Through	1,553	3	**518**		0	0
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	102		North-South:	0
			East-West:	518		East-West:	0
			SUM:	620		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.435			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.335**			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

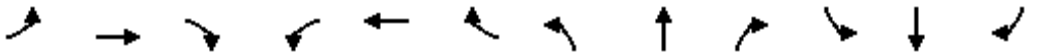
Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	5	0	0.000	N-S(1):	0.164 *
	TH	1.00	5	1,600	0.007 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.152 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.101
	TH	2.00	317	3,200	0.100		
	LT	2.00	104	2,880	0.036 *	V/C:	0.316
Northbound	RT	2.00	253	2,880	0.070	Lost Time:	0.180
	TH	0.03	6	42	0.141		
	LT	1.97	446	2,842	0.157 *		
Eastbound	RT	1.00	268	1,600	0.026	ICU:	0.496
	TH	2.00	370	3,200	0.116 *		
	LT	1.00	1	1,600	0.001	LOS:	A

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt								0.884			0.864	0.850
Flt Protected								0.993			0.996	
Satd. Flow (prot)	0	3610	1900	0	3610	0	0	1668	0	0	1553	1534
Flt Permitted								0.993			0.996	
Satd. Flow (perm)	0	3610	1900	0	3610	0	0	1668	0	0	1553	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	4.3

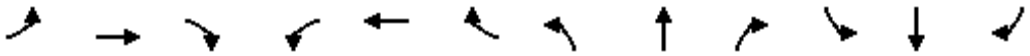
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	213	0	0	23	0	3	0	18	9	1	196
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	213	0	0	23	0	3	0	18	9	1	196

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	213	0	0	225	236	107	130	236	12
Stage 1	-	-	-	-	-	-	213	213	-	23	23	-
Stage 2	-	-	-	-	-	-	12	23	-	107	213	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1605	-	-	1369	-	-	717	668	933	835	668	1072
Stage 1	-	-	-	-	-	-	775	730	-	998	880	-
Stage 2	-	-	-	-	-	-	1012	880	-	893	730	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1605	-	-	1369	-	-	585	668	933	819	668	1072
Mov Capacity-2 Maneuver	-	-	-	-	-	-	585	668	-	819	668	-
Stage 1	-	-	-	-	-	-	775	730	-	998	880	-
Stage 2	-	-	-	-	-	-	826	880	-	876	730	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.3	8.8
HCM LOS			A	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	860	1605	-	-	1369	-	-	1026	1072
HCM Lane V/C Ratio	0.024	-	-	-	-	-	-	0.073	0.122
HCM Control Delay (s)	9.3	0	-	-	0	-	-	8.8	8.8
HCM Lane LOS	A	A			A			A	A
HCM 95th %tile Q(veh)	0.075	0	-	-	0	-	-	0.237	0.415

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.954										
Satd. Flow (prot)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.954										
Satd. Flow (perm)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	231	9	0	0	23	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	231	9	0	0	23	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	23	0	0	9	0	0	494	494	9
Stage 1	-	-	-	-	-	-	471	471	-
Stage 2	-	-	-	-	-	-	23	23	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1605	-	-	1624	-	-	538	479	1079
Stage 1	-	-	-	-	-	-	632	563	-
Stage 2	-	-	-	-	-	-	1005	880	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1605	-	-	1624	-	-	460	0	1079
Mov Capacity-2 Maneuver	-	-	-	-	-	-	460	0	-
Stage 1	-	-	-	-	-	-	540	0	-
Stage 2	-	-	-	-	-	-	1005	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.3	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1605	-	-	1624	-	-
HCM Lane V/C Ratio	+	0.144	-	-	-	-	-
HCM Control Delay (s)	0	7.62	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.503	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	592	2,880	0.206 *	N-S(1):	0.170
	TH	2.00	115	3,200	0.036	N-S(2):	0.208 *
	LT	0.00	0	0	0.000	E-W(1):	0.008
Westbound	RT	1.00	174	1,600	0.000	E-W(2):	0.050 *
	TH	2.00	160	3,200	0.050 *		
	LT	1.00	13	1,600	0.008	V/C:	0.258
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	545	3,200	0.170		
	LT	1.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.378
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.053 *
	TH	0.15	10	235	0.043	N-S(2):	0.000
	LT	1.85	126	2,668	0.047 *	E-W(1):	0.063
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.238
Northbound	RT	1.00	6	1,600	0.004	Lost Time:	0.120
	TH	2.00	19	3,200	0.006 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.358
	TH	2.00	172	3,200	0.063		
	LT	2.00	534	2,880	0.185 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 15
North/South Street: PIER S WAY
East/West Street: NEW DOCK STREET

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.152 *
	TH	1.00	59	1,600	0.038 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.080 *
Westbound	RT	0.00	14	0	0.000	E-W(2):	0.054
	TH	3.00	183	4,800	0.041		
	LT	1.00	26	1,600	0.016 *	V/C:	0.232
Northbound	RT	1.00	7	1,600	0.000	Lost Time:	0.180
	TH	0.24	39	380	0.103		
	LT	1.76	289	2,538	0.114 *		
Eastbound	RT	1.00	173	1,600	0.000	ICU:	0.412
	TH	2.00	205	3,200	0.064 *		
	LT	1.00	20	1,600	0.013	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	77	1,600	0.048	N-S(1):	0.030
	TH	2.00	181	3,200	0.057 *	N-S(2):	0.058 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	241	2,880	0.084	E-W(2):	0.159 *
	TH	2.00	508	3,200	0.159 *		
	LT	0.00	0	0	0.000	V/C:	0.217
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	94	3,200	0.030		
	LT	0.00	2	1,600	0.001 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.317
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: NO FEDERAL ACTION (2026) - ALTERNATIVE 2

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.060 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	174	2,880	0.060 *	E-W(1):	0.180 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.057
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.240
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.360
	TH	2.00	576	3,200	0.180 *		
	LT	1.00	91	1,600	0.057	LOS:	A

* = Critical Movement

REDUCED PROJECT (2026) – ALTERNATIVE 3
(IMPROVE BERTHS 217-220 ONLY)

AM/PM PEAK HOURS

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.265 *
	TH	3.00	792	4,800	0.165	N-S(2):	0.165
	LT	1.00	219	1,600	0.137 *	E-W(1):	0.038 *
Westbound	RT	2.00	178	2,880	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	60	1,600	0.038 *	V/C:	0.303
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.120
	TH	3.00	551	4,800	0.128 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.423
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.338 *
	TH	3.00	1,037	4,800	0.216	N-S(2):	0.216
	LT	1.00	239	1,600	0.149 *	E-W(1):	0.058
Westbound	RT	2.00	457	2,880	0.076 *	E-W(2):	0.076 *
	TH	0.00	0	0	0.000		
	LT	1.00	93	1,600	0.058	V/C:	0.414
Northbound	RT	0.00	78	0	0.000	Lost Time:	0.120
	TH	3.00	830	4,800	0.189 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.534
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	129	1,600	0.013	N-S(1):	0.058 *
	TH	0.19	14	309	0.045	N-S(2):	0.000
	LT	1.81	131	2,602	0.050 *	E-W(1):	0.130
Westbound	RT	1.00	113	1,600	0.025	E-W(2):	0.349 *
	TH	1.00	450	1,600	0.281 *		
	LT	1.00	5	1,600	0.003	V/C:	0.407
Northbound	RT	0.00	3	0	0.000	Lost Time:	0.180
	TH	2.00	21	3,200	0.008 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.587
	TH	2.00	403	3,200	0.127		
	LT	1.00	109	1,600	0.068 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	151	1,600	0.000	N-S(1):	0.077 *
	TH	0.29	24	468	0.051	N-S(2):	0.000
	LT	1.71	140	2,459	0.057 *	E-W(1):	0.256
Westbound	RT	1.00	307	1,600	0.141	E-W(2):	0.387 *
	TH	1.00	418	1,600	0.261 *		
	LT	1.00	10	1,600	0.006	V/C:	0.464
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.180
	TH	2.00	43	3,200	0.020 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	6	0	0.000	ICU:	0.644
	TH	2.00	794	3,200	0.250		
	LT	1.00	201	1,600	0.126 *	LOS:	B

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.16	25	250	0.088	N-S(1):	0.100 *
	TH	0.00	0	0	0.000	N-S(2):	0.088
	LT	0.84	135	1,350	0.100 *	E-W(1):	0.182
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.189 *
	TH	2.00	596	3,200	0.187 *		
	LT	0.00	0	0	0.000	V/C:	0.289
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.409
	TH	2.00	582	3,200	0.182		
	LT	1.00	3	1,600	0.002 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.50	14	800	0.003	N-S(1):	0.018 *
	TH	0.00	0	0	0.000	N-S(2):	0.003
	LT	0.50	14	800	0.018 *	E-W(1):	0.317 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.234
	TH	2.00	706	3,200	0.226		
	LT	0.00	0	0	0.000 *	V/C:	0.335
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.455
	TH	2.00	1,013	3,200	0.317 *		
	LT	1.00	12	1,600	0.008	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
4	North-South Street:	Alameda Street	East-West Street:	O Street
	Scenario:	Reduced Project (2026) - Alternative 3		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	411	2	**181**	657	2	**275**
	Through-Right		1			1	
	Right	131	0	131	169	0	169
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	235	1	**235**	315	1	**315**
	Left-Through		0			0	
	Through	683	3	228	821	3	274
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	144	1	**144**	101	1	**101**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	243	1	8	323	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	416		*North-South:*	590
			East-West:	144		*East-West:*	101
			SUM:	560		*SUM:*	691
VOLUME/CAPACITY *(V/C)* RATIO:				0.393			0.485
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.293**			**0.385**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
5	North-South Street:	O Street	East-West Street:	Pacific Coast Highway	
	Scenario:	Reduced Project (2026) - Alternative 3			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	185	1	**185**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	184	1	0	299	1	77
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	197	1	**197**	222	1	**222**
	Left-Through		0			0	
	Through	643	2	322	1,078	2	539
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	795	2	**329**	949	2	**383**
	Through-Right		1			1	
	Right	192	0	192	200	0	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	180		*North-South:*	185
			East-West:	526		*East-West:*	605
			SUM:	706		*SUM:*	790
VOLUME/CAPACITY *(V/C)* RATIO:				0.495			0.554
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.395**			**0.454**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
6	North-South Street:	Henry Ford Avenue	East-West Street:	Denni Street
	Scenario:	Reduced Project (2026) - Alternative 3		
	Count Date:	Analyst: Raju Associates	Date:	12-Aug-13

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	0	EB -- 2	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	352	2	176	591	2	**296**
	Through-Right		0			0	
	Right	18	1	18	20	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	0	14	12	0	**12**
	Left-Through		1			1	
	Through	402	1	**215**	378	1	213
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	98	1	**98**
	Left-Through		0			0	
	Through	5	0	11	6	0	8
	Through-Right		1			1	
	Right	6	0	0	2	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	23	0	23
	Left-Through		0			0	
	Through	1	0	**17**	5	0	**59**
	Through-Right		0			0	
	Right	6	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	215		*North-South:*	308
			East-West:	69		*East-West:*	157
			SUM:	284		*SUM:*	465
	VOLUME/CAPACITY *(V/C)* RATIO:			0.199			0.326
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.099**			**0.226**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street
	Scenario:	Reduced Project (2026) - Alternative 3		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 1	WB --	3	EB -- 1	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	73	262	1	**150**
	Left-Through		1			1	
	Through	163	1	**82**	189	1	150
	Through-Right		0			0	
	Right	50	1	0	98	1	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	88	1	88	149	1	**149**
	Left-Through		0			0	
	Through	316	2	**112**	240	2	89
	Through-Right		1			1	
	Right	20	0	20	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	65	102	1	102
	Left-Through		0			0	
	Through	683	2	**342**	1,100	2	**550**
	Through-Right		0			0	
	Right	195	1	0	210	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	**72**	47	1	**47**
	Left-Through		0			0	
	Through	650	2	325	843	2	422
	Through-Right		0			0	
	Right	83	1	0	145	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	194		*North-South:*	299
			East-West:	414		*East-West:*	597
			SUM:	608		*SUM:*	896
	VOLUME/CAPACITY *(V/C)* RATIO:			0.442			0.652
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.342**			**0.552**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way
	Scenario:	Reduced Project (2026) - Alternative 3		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	**15**	18	1	18
	Left-Through		0			0	
	Through	190	2	95	390	2	**195**
	Through-Right		0			0	
	Right	44	1	0	56	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	2	58	113	2	**62**
	Left-Through		0			0	
	Through	401	1	**223**	364	1	205
	Through-Right		1			1	
	Right	44	0	44	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	63	1	**63**
	Left-Through		0			0	
	Through	5	0	28	2	0	18
	Through-Right		1			1	
	Right	23	0	0	16	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	0	**63**	64	0	64
	Left-Through		1			1	
	Through	0	0	63	2	0	66
	Through-Right		0			0	
	Right	57	1	0	133	1	**71**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	238		*North-South:*	257
			East-West:	93		*East-West:*	134
			SUM:	331		*SUM:*	391
	VOLUME/CAPACITY *(V/C)* RATIO:			0.241			0.284
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.141**			**0.184**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
9	North-South Street:	Navy Way	East-West Street:	Seaside Avenue (SR 47)
	Scenario:	Reduced Project (2026) - Alternative 3		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	2	**67**	361	2	**199**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	231	1	0	622	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1,850	3	617	2,211	3	**737**
	Through-Right		0			0	
	Right	76	1	9	279	1	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	2	14	54	2	**30**
	Left-Through		0			0	
	Through	1,953	3	**651**	2,143	3	714
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	67		*North-South:*	199
			East-West:	651		*East-West:*	767
			SUM:	718		*SUM:*	966
	VOLUME/CAPACITY *(V/C)* RATIO:			0.504			0.678
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.404**			**0.578**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

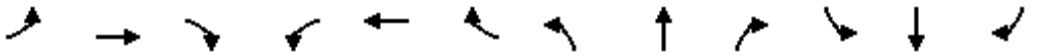
Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	6	0	0.000	N-S(1):	0.091 *
	TH	1.00	8	1,600	0.010 *	N-S(2):	0.000
	LT	0.00	2	1,600	0.001	E-W(1):	0.194 *
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.155
	TH	2.00	475	3,200	0.149		
	LT	2.00	126	2,880	0.044 *	V/C:	0.285
Northbound	RT	2.00	130	2,880	0.023	Lost Time:	0.180
	TH	0.16	19	261	0.073		
	LT	1.84	214	2,645	0.081 *		
Eastbound	RT	1.00	357	1,600	0.150 *	ICU:	0.465
	TH	2.00	308	3,200	0.096		
	LT	1.00	9	1,600	0.006	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	12	0	0.000	N-S(1):	0.165 *
	TH	1.00	10	1,600	0.018 *	N-S(2):	0.000
	LT	0.00	7	1,600	0.004	E-W(1):	0.286 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.111
	TH	2.00	334	3,200	0.106		
	LT	2.00	128	2,880	0.044 *	V/C:	0.451
Northbound	RT	2.00	331	2,880	0.093	Lost Time:	0.180
	TH	0.03	7	53	0.133		
	LT	1.97	417	2,832	0.147 *		
Eastbound	RT	1.00	329	1,600	0.073	ICU:	0.631
	TH	2.00	773	3,200	0.242 *		
	LT	1.00	8	1,600	0.005	LOS:	B

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850					0.962			0.860	0.850
Flt Protected					0.990			0.965			0.997	
Satd. Flow (prot)	0	3610	1615	0	3574	0	0	1764	0	0	1548	1534
Flt Permitted					0.990			0.965			0.997	
Satd. Flow (perm)	0	3610	1615	0	3574	0	0	1764	0	0	1548	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	5.7

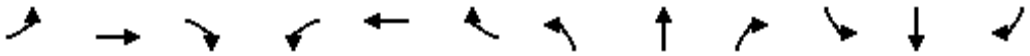
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	328	18	4	15	0	26	0	10	12	3	448
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	328	18	4	15	0	26	0	10	12	3	448

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	328	0	0	345	351	164	187	351	8
Stage 1	-	-	-	-	-	-	328	328	-	23	23	-
Stage 2	-	-	-	-	-	-	17	23	-	164	328	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1616	-	-	1243	-	-	590	577	858	762	577	1078
Stage 1	-	-	-	-	-	-	664	651	-	998	880	-
Stage 2	-	-	-	-	-	-	1006	880	-	828	651	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1616	-	-	1243	-	-	343	575	858	751	575	1078
Mov Capacity-2 Maneuver	-	-	-	-	-	-	343	575	-	751	575	-
Stage 1	-	-	-	-	-	-	664	651	-	998	877	-
Stage 2	-	-	-	-	-	-	584	877	-	818	651	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	14.6	9.5
HCM LOS			B	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	412	1616	-	-	1243	-	-	1029	1078
HCM Lane V/C Ratio	0.087	-	-	-	0.003	-	-	0.16	0.277
HCM Control Delay (s)	14.6	0	-	-	7.906	0	-	9.2	9.6
HCM Lane LOS	B	A			A	A		A	A
HCM 95th %tile Q(veh)	0.285	0	-	-	0.01	-	-	0.567	1.136

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.954										
Satd. Flow (prot)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.954										
Satd. Flow (perm)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	7.2

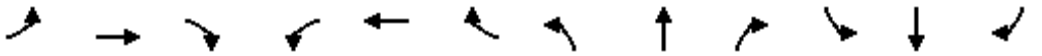
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	338	12	0	0	19	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	338	12	0	0	19	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	19	0	0	12	0	0	707	707	12
Stage 1	-	-	-	-	-	-	688	688	-
Stage 2	-	-	-	-	-	-	19	19	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1611	-	-	1620	-	-	405	363	1074
Stage 1	-	-	-	-	-	-	503	450	-
Stage 2	-	-	-	-	-	-	1009	884	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1611	-	-	1620	-	-	320	0	1074
Mov Capacity-2 Maneuver	-	-	-	-	-	-	320	0	-
Stage 1	-	-	-	-	-	-	397	0	-
Stage 2	-	-	-	-	-	-	1009	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.6	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1611	-	-	1620	-	-
HCM Lane V/C Ratio	+	0.21	-	-	-	-	-
HCM Control Delay (s)	0	7.827	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.793	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850					0.910			0.853	0.850
Flt Protected								0.984			0.999	
Satd. Flow (prot)	0	3610	1615	0	3610	0	0	1701	0	0	1538	1534
Flt Permitted								0.984			0.999	
Satd. Flow (perm)	0	3610	1615	0	3610	0	0	1701	0	0	1538	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	345	6	0	2	0	4	0	8	2	0	229
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	345	6	0	2	0	4	0	8	2	0	229

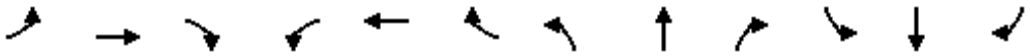
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	345	0	0	346	347	173	175	347	1
Stage 1	-	-	-	-	-	-	345	345	-	2	2	-
Stage 2	-	-	-	-	-	-	1	2	-	173	345	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1634	-	-	1225	-	-	589	580	847	777	580	1089
Stage 1	-	-	-	-	-	-	649	640	-	1026	898	-
Stage 2	-	-	-	-	-	-	1027	898	-	818	640	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1634	-	-	1225	-	-	465	580	847	770	580	1089
Mov Capacity-2 Maneuver	-	-	-	-	-	-	465	580	-	770	580	-
Stage 1	-	-	-	-	-	-	649	640	-	1026	898	-
Stage 2	-	-	-	-	-	-	811	898	-	810	640	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.5	8.7
HCM LOS			B	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	665	1634	-	-	1225	-	-	1078	1089
HCM Lane V/C Ratio	0.018	-	-	-	-	-	-	0.073	0.14
HCM Control Delay (s)	10.5	0	-	-	0	-	-	8.6	8.8
HCM Lane LOS	B	A			A			A	A
HCM 95th %tile Q(veh)	0.055	0	-	-	0	-	-	0.235	0.487

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.953										
Satd. Flow (prot)	0	1811	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.953										
Satd. Flow (perm)	0	1811	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	353	2	0	0	2	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	353	2	0	0	2	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2	0	0	2	0	0	710	710	2
Stage 1	-	-	-	-	-	-	708	708	-
Stage 2	-	-	-	-	-	-	2	2	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1634	-	-	1634	-	-	403	361	1088
Stage 1	-	-	-	-	-	-	492	441	-
Stage 2	-	-	-	-	-	-	1026	898	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1634	-	-	1634	-	-	316	0	1088
Mov Capacity-2 Maneuver	-	-	-	-	-	-	316	0	-
Stage 1	-	-	-	-	-	-	386	0	-
Stage 2	-	-	-	-	-	-	1026	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.8	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1634	-	-	1634	-	-
HCM Lane V/C Ratio	+	0.216	-	-	-	-	-
HCM Control Delay (s)	0	7.809	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.822	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	420	2,880	0.146 *	N-S(1):	0.068
	TH	2.00	118	3,200	0.037	N-S(2):	0.149 *
	LT	0.00	0	0	0.000	E-W(1):	0.016
Westbound	RT	1.00	54	1,600	0.000	E-W(2):	0.058 *
	TH	2.00	186	3,200	0.058 *		
	LT	1.00	26	1,600	0.016	V/C:	0.207
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	216	3,200	0.068		
	LT	1.00	4	1,600	0.003 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.327
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	497	2,880	0.173	N-S(1):	0.185 *
	TH	2.00	110	3,200	0.034	N-S(2):	0.175
	LT	0.00	0	0	0.000 *	E-W(1):	0.004
Westbound	RT	1.00	143	1,600	0.000	E-W(2):	0.049 *
	TH	2.00	157	3,200	0.049 *		
	LT	1.00	7	1,600	0.004	V/C:	0.234
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	593	3,200	0.185 *		
	LT	1.00	3	1,600	0.002		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.354
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.050 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	144	2,880	0.050 *	E-W(1):	0.057
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.076 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.126
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.120
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	2	0	0.000	ICU:	0.246
	TH	2.00	179	3,200	0.057		
	LT	2.00	220	2,880	0.076 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.047 *
	TH	0.15	9	240	0.038	N-S(2):	0.000
	LT	1.85	111	2,664	0.042 *	E-W(1):	0.058
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.208 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.255
Northbound	RT	1.00	8	1,600	0.005 *	Lost Time:	0.120
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.375
	TH	2.00	182	3,200	0.058		
	LT	2.00	598	2,880	0.208 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 15
North/South Street: PIER S WAY
East/West Street: NEW DOCK STREET

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.107 *
	TH	1.00	16	1,600	0.010 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.125 *
Westbound	RT	0.00	13	0	0.000	E-W(2):	0.097
	TH	3.00	441	4,800	0.095		
	LT	1.00	36	1,600	0.023 *	V/C:	0.232
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.180
	TH	0.06	9	103	0.087		
	LT	1.94	270	2,787	0.097 *		
Eastbound	RT	1.00	258	1,600	0.000	ICU:	0.412
	TH	2.00	326	3,200	0.102 *		
	LT	1.00	3	1,600	0.002	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.101 *
	TH	1.00	41	1,600	0.026 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.113 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.052
	TH	3.00	197	4,800	0.048		
	LT	1.00	6	1,600	0.004 *	V/C:	0.214
Northbound	RT	1.00	3	1,600	0.000	Lost Time:	0.180
	TH	0.46	50	741	0.068		
	LT	1.54	166	2,213	0.075 *		
Eastbound	RT	1.00	249	1,600	0.000	ICU:	0.394
	TH	2.00	348	3,200	0.109 *		
	LT	1.00	7	1,600	0.004	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	157	1,600	0.098 *	N-S(1):	0.038
	TH	2.00	159	3,200	0.050	N-S(2):	0.100 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	182	2,880	0.063	E-W(2):	0.134 *
	TH	2.00	429	3,200	0.134 *		
	LT	0.00	0	0	0.000	V/C:	0.234
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	118	3,200	0.038		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.334
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.113 *	N-S(1):	0.027
	TH	2.00	116	3,200	0.036	N-S(2):	0.115 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	138	2,880	0.048	E-W(2):	0.163 *
	TH	2.00	520	3,200	0.163 *		
	LT	0.00	0	0	0.000	V/C:	0.278
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	82	3,200	0.027		
	LT	0.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.378
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.055 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	157	2,880	0.055 *	E-W(1):	0.082 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.076
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.137
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.257
	TH	2.00	261	3,200	0.082 *		
	LT	1.00	122	1,600	0.076	LOS:	A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.040 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	115	2,880	0.040 *	E-W(1):	0.199 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.047
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.239
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.359
	TH	2.00	636	3,200	0.199 *		
	LT	1.00	75	1,600	0.047	LOS:	A

* = Critical Movement

REDUCED PROJECT (2026) – ALTERNATIVE 3
(IMPROVE BERTHS 217-220 ONLY)

MIDDAY PEAK HOUR

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 1
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.277 *
	TH	3.00	752	4,800	0.157	N-S(2):	0.157
	LT	1.00	178	1,600	0.111 *	E-W(1):	0.046 *
Westbound	RT	2.00	280	2,880	0.035	E-W(2):	0.035
	TH	0.00	0	0	0.000		
	LT	1.00	74	1,600	0.046 *	V/C:	0.323
Northbound	RT	0.00	74	0	0.000	Lost Time:	0.120
	TH	3.00	725	4,800	0.166 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.443
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 2
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
East/West Street: SEPULVEDA BOULEVARD

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	58	1,600	0.000	N-S(1):	0.070 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	194	2,880	0.067 *	E-W(1):	0.116
Westbound	RT	1.00	289	1,600	0.120	E-W(2):	0.242 *
	TH	1.00	325	1,600	0.203 *		
	LT	1.00	0	1,600	0.000	V/C:	0.312
Northbound	RT	0.00	2	0	0.000	Lost Time:	0.180
	TH	2.00	3	3,200	0.003		
	LT	0.00	5	1,600	0.003 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.492
	TH	2.00	371	3,200	0.116		
	LT	1.00	62	1,600	0.039 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 3
North/South Street: INTERMODAL WAY
East/West Street: SEPULVEDA BOULEVARD

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.57	4	914	0.001	N-S(1):	0.004 *
	TH	0.00	0	0	0.000	N-S(2):	0.001
	LT	0.43	3	686	0.004 *	E-W(1):	0.213
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.285 *
	TH	2.00	906	3,200	0.283 *		
	LT	0.00	0	0	0.000	V/C:	0.289
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.409
	TH	2.00	680	3,200	0.213		
	LT	1.00	3	1,600	0.002 *	LOS:	A

* = Critical Movement

Level of Service Worksheet
(Circular 212 Method)

I/S #: 4

PROJECT TITLE: Yusen Terminal (YTI) Project - Port of Los Angeles
North-South Street: Alameda Street East-West Street: O Street
Scenario: Reduced Project (2026) - Alternative 3
Count Date: Analyst: Raju Associates Date: 8/12/2013

	MIDDAY PEAK HOUR					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	3	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	479	2	**216**		0	0
	Through-Right		1			0	
	Right	169	0	169		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	202	1	**202**		0	0
	Left-Through		0			0	
	Through	521	3	174		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0		0	0
	Left-Through		0			0	
	Through	0	0	**0**		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	**128**		0	**0**
	Left-Through		0			0	
	Through	0	0	0		0	0
	Through-Right		0			0	
	Right	273	1	71		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	418		*North-South:*	0
			East-West:	128		*East-West:*	0
			SUM:	546		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.383			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.283**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 5

PROJECT TITLE: Yusen Terminal (YTI) Project - Port of Los Angeles
North-South Street: O Street East-West Street: Pacific Coast Highway
Scenario: Reduced Project (2026) - Alternative 3
Count Date: Analyst: Raju Associates Date: 8/12/2013

	MIDDAY PEAK HOUR					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	0	0	**0**		0	0
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	1	132		0	0
	Left-Through		0			0	
	Through	0	0	0		0	**0**
	Through-Right		0			0	
	Right	239	1	35		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	204	1	**204**		0	0
	Left-Through		0			0	
	Through	793	2	397		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	746	2	**314**		0	0
	Through-Right		1			0	
	Right	197	0	197		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	132		*North-South:*	0
			East-West:	518		*East-West:*	0
			SUM:	650		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.456			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.356**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
6	North-South Street:	Henry Ford Avenue	East-West Street:	Denni Street	
	Scenario:	Reduced Project (2026) - Alternative 3			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	**0**
	Left-Through		0			0	
	Through	487	2	**244**		0	0
	Through-Right		0			0	
	Right	23	1	23		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	7	0	**7**		0	0
	Left-Through		1			0	
	Through	323	1	169		0	**0**
	Through-Right		0			0	
	Right	1	0	1		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**		0	0
	Left-Through		0			0	
	Through	2	0	10		0	**0**
	Through-Right		1			0	
	Right	8	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	0	23		0	**0**
	Left-Through		0			0	
	Through	4	0	**54**		0	0
	Through-Right		0			0	
	Right	27	0	0		0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	251		North-South:	0
			East-West:	149		East-West:	0
			SUM:	400		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.281			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.181**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
7	North-South Street:	Henry Ford Avenue	East-West Street:	Anaheim Street
	Scenario:	Reduced Project (2026) - Alternative 3		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --		3	NB -- 0	SB --	0
	EB -- 1	WB --		3	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	167	1	**111**		0	**0**
	Left-Through		1			0	
	Through	167	1	111		0	0
	Through-Right		0			0	
	Right	125	1	48		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	**151**		0	0
	Left-Through		0			0	
	Through	208	2	89		0	**0**
	Through-Right		1			0	
	Right	60	0	60		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110		0	0
	Left-Through		0			0	
	Through	773	2	**387**		0	**0**
	Through-Right		0			0	
	Right	168	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	**77**		0	**0**
	Left-Through		0			0	
	Through	701	2	351		0	0
	Through-Right		0			0	
	Right	148	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	262		*North-South:*	0
			East-West:	464		*East-West:*	0
			SUM:	726		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.528			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.428**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles			
8	North-South Street:	Henry Ford Avenue	East-West Street:	Pier A Way	
	Scenario:	Reduced Project (2026) - Alternative 3			
	Count Date:		Analyst:	Raju Associates	Date: 8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1 / EB -- 0	SB -- / WB --		0 / 3	NB -- 0 / EB -- 0	SB -- / WB --	0 / 0
ATSAC-1 or ATSAC+ATCS-2?				2			0
Override Capacity				0			0
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND Left	32	1	**32**		0	**0**	
NORTHBOUND Left-Through		0			0		
NORTHBOUND Through	249	2	125		0	0	
NORTHBOUND Through-Right		0			0		
NORTHBOUND Right	74	1	0		0	0	
NORTHBOUND Left-Through-Right		0			0		
NORTHBOUND Left-Right		0			0		
SOUTHBOUND Left	86	2	47		0	0	
SOUTHBOUND Left-Through		0			0		
SOUTHBOUND Through	281	1	**162**		0	**0**	
SOUTHBOUND Through-Right		1			0		
SOUTHBOUND Right	42	0	42		0	0	
SOUTHBOUND Left-Through-Right		0			0		
SOUTHBOUND Left-Right		0			0		
EASTBOUND Left	71	1	**71**		0	0	
EASTBOUND Left-Through		0			0		
EASTBOUND Through	3	0	29		0	**0**	
EASTBOUND Through-Right		1			0		
EASTBOUND Right	26	0	0		0	0	
EASTBOUND Left-Through-Right		0			0		
EASTBOUND Left-Right		0			0		
WESTBOUND Left	80	0	80		0	**0**	
WESTBOUND Left-Through		1			0		
WESTBOUND Through	0	0	80		0	0	
WESTBOUND Through-Right		0			0		
WESTBOUND Right	144	1	**97**		0	0	
WESTBOUND Left-Through-Right		0			0		
WESTBOUND Left-Right		0			0		
CRITICAL VOLUMES		*North-South:*	194		*North-South:*	0	
		East-West:	168		*East-West:*	0	
		SUM:	362		*SUM:*	0	
VOLUME/CAPACITY *(V/C)* RATIO:			0.263			0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.163**			0.000	
LEVEL OF SERVICE (LOS):			**A**			**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Yusen Terminal (YTI) Project - Port of Los Angeles		
9	North-South Street:	Navy Way	East-West Street:	Seaside Avenue (SR 47)
	Scenario:	Reduced Project (2026) - Alternative 3		
	Count Date:	Analyst: Raju Associates	Date:	8/12/2013

		MIDDAY PEAK HOUR					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 0	SB --	0	
	EB -- 3	WB --	0	EB -- 0	WB --	0	
ATSAC-1 or ATSAC+ATCS-2?			2			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	2	**102**		0	**0**
	Left-Through		0			0	
	Through	0	0	0		0	0
	Through-Right		0			0	
	Right	568	1	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0		0	0
	Left-Through		0			0	
	Through	0	0	**0**		0	**0**
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**		0	0
	Left-Through		0			0	
	Through	1,468	3	489		0	**0**
	Through-Right		0			0	
	Right	120	1	18		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	35	2	19		0	**0**
	Left-Through		0			0	
	Through	1,563	3	**521**		0	0
	Through-Right		0			0	
	Right	0	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	102		*North-South:*	0
			East-West:	521		*East-West:*	0
			SUM:	623		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.337**			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET

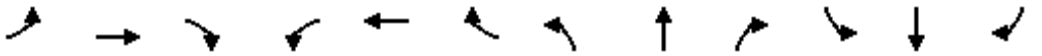
Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	5	0	0.000	N-S(1):	0.164 *
	TH	1.00	5	1,600	0.007 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.152 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.101
	TH	2.00	317	3,200	0.100		
	LT	2.00	104	2,880	0.036 *	V/C:	0.316
Northbound	RT	2.00	255	2,880	0.070	Lost Time:	0.180
	TH	0.03	6	42	0.142		
	LT	1.97	447	2,842	0.157 *		
Eastbound	RT	1.00	269	1,600	0.027	ICU:	0.496
	TH	2.00	370	3,200	0.116 *		
	LT	1.00	1	1,600	0.001	LOS:	A

* = Critical Movement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		265	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt								0.884			0.863	0.850
Flt Protected								0.993			0.996	
Satd. Flow (prot)	0	3610	1900	0	3610	0	0	1668	0	0	1551	1534
Flt Permitted								0.993			0.996	
Satd. Flow (perm)	0	3610	1900	0	3610	0	0	1668	0	0	1551	1534
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			202			283			292	
Travel Time (s)		9.0			4.6			6.4			6.6	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	4.4

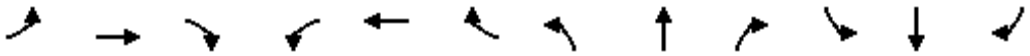
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	231	0	0	24	0	3	0	18	9	1	217
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	265	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	231	0	0	24	0	3	0	18	9	1	217

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	231	0	0	244	255	116	140	255	12
Stage 1	-	-	-	-	-	-	231	231	-	24	24	-
Stage 2	-	-	-	-	-	-	13	24	-	116	231	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1604	-	-	1349	-	-	695	652	921	822	652	1072
Stage 1	-	-	-	-	-	-	757	717	-	996	879	-
Stage 2	-	-	-	-	-	-	1011	879	-	882	717	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1604	-	-	1349	-	-	554	652	921	806	652	1072
Mov Capacity-2 Maneuver	-	-	-	-	-	-	554	652	-	806	652	-
Stage 1	-	-	-	-	-	-	757	717	-	996	879	-
Stage 2	-	-	-	-	-	-	805	879	-	865	717	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.4	8.9
HCM LOS			A	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	841	1604	-	-	1349	-	-	1027	1072
HCM Lane V/C Ratio	0.025	-	-	-	-	-	-	0.08	0.135
HCM Control Delay (s)	9.4	0	-	-	0	-	-	8.8	8.9
HCM Lane LOS	A	A			A			A	A
HCM 95th %tile Q(veh)	0.077	0	-	-	0	-	-	0.261	0.466

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected		0.954										
Satd. Flow (prot)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Flt Permitted		0.954										
Satd. Flow (perm)	0	1813	0	0	1900	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		98			171			216			274	
Travel Time (s)		2.2			3.9			4.9			6.2	

Intersection Summary	
Area Type:	Other

Intersection	
Intersection Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	249	9	0	0	24	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	249	9	0	0	24	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	24	0	0	9	0	0	531	531	9
Stage 1	-	-	-	-	-	-	507	507	-
Stage 2	-	-	-	-	-	-	24	24	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Capacity-1 Maneuver	1604	-	-	1624	-	-	512	457	1079
Stage 1	-	-	-	-	-	-	609	543	-
Stage 2	-	-	-	-	-	-	1004	879	-
Time blocked-Platoon, %		-	-		-	-			
Mov Capacity-1 Maneuver	1604	-	-	1624	-	-	432	0	1079
Mov Capacity-2 Maneuver	-	-	-	-	-	-	432	0	-
Stage 1	-	-	-	-	-	-	514	0	-
Stage 2	-	-	-	-	-	-	1004	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.4	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	0	1604	-	-	1624	-	-
HCM Lane V/C Ratio	+	0.155	-	-	-	-	-
HCM Control Delay (s)	0	7.656	0	-	0	-	-
HCM Lane LOS	A	A	A		A		
HCM 95th %tile Q(veh)	+	0.55	-	-	0	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 13
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	2.00	592	2,880	0.206 *	N-S(1):	0.170
	TH	2.00	115	3,200	0.036	N-S(2):	0.208 *
	LT	0.00	0	0	0.000	E-W(1):	0.008
Westbound	RT	1.00	174	1,600	0.000	E-W(2):	0.053 *
	TH	2.00	169	3,200	0.053 *		
	LT	1.00	13	1,600	0.008	V/C:	0.261
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	2.00	545	3,200	0.170		
	LT	1.00	3	1,600	0.002 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.381
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 14
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.053 *
	TH	0.15	10	235	0.043	N-S(2):	0.000
	LT	1.85	126	2,668	0.047 *	E-W(1):	0.065
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.238
Northbound	RT	1.00	6	1,600	0.004	Lost Time:	0.120
	TH	2.00	19	3,200	0.006 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.358
	TH	2.00	179	3,200	0.065		
	LT	2.00	534	2,880	0.185 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 15
North/South Street: PIER S WAY
East/West Street: NEW DOCK STREET

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.158 *
	TH	1.00	59	1,600	0.038 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.086 *
Westbound	RT	0.00	14	0	0.000	E-W(2):	0.058
	TH	3.00	203	4,800	0.045		
	LT	1.00	26	1,600	0.016 *	V/C:	0.244
Northbound	RT	1.00	7	1,600	0.000	Lost Time:	0.180
	TH	0.23	39	362	0.108		
	LT	1.77	306	2,554	0.120 *		
Eastbound	RT	1.00	191	1,600	0.000	ICU:	0.424
	TH	2.00	223	3,200	0.070 *		
	LT	1.00	20	1,600	0.013	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 16
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	88	1,600	0.055	N-S(1):	0.032
	TH	2.00	189	3,200	0.059 *	N-S(2):	0.060 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	2.00	250	2,880	0.087	E-W(2):	0.159 *
	TH	2.00	508	3,200	0.159 *		
	LT	0.00	0	0	0.000	V/C:	0.219
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	101	3,200	0.032		
	LT	0.00	2	1,600	0.001 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.319
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* = Critical Movement

Project: YUSEN TERMINAL INC. (YTI) PROJECT - PORT OF LOS ANGELES
Int# 17
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: REDUCED PROJECT (2026) - ALTERNATIVE 3

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.063 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	182	2,880	0.063 *	E-W(1):	0.180 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.061
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.243
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.120
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.363
	TH	2.00	576	3,200	0.180 *		
	LT	1.00	98	1,600	0.061	LOS:	A

* = Critical Movement