
 Port of Los Angeles
 China Shipping EIR
 Year 2005 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Scenario Report

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

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Trip Generation Report
 Forecast for 2005 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	23.00	36.00	23	36	59	1.4
	Zone 1 Subtotal					23	36	59	1.4
2	YML Trucks	1.00	YML Trucks	129.00	30.00	129	30	159	3.7
	Zone 2 Subtotal					129	30	159	3.7
3	Trapac Autos	1.00	Trapac Autos	25.00	37.00	25	37	62	1.5
	Zone 3 Subtotal					25	37	62	1.5
4	Trapac Truck	1.00	Trapac Trucks	171.00	86.00	171	86	257	6.0
	Zone 4 Subtotal					171	86	257	6.0
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.9
	Zone 5 Subtotal					61	61	122	2.9
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	1.0
	Zone 6 Subtotal					23	19	42	1.0
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	3.1
	Zone 7 Subtotal					73	58	131	3.1
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	10.8
	Zone 8 Subtotal					244	215	459	10.8
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.9
	Zone 9 Subtotal					20	20	40	0.9
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.9
	Zone 10 Subtotal					72	50	122	2.9
11	China Shippi	1.00	China Shipping	1015.00	193.00	1015	193	1208	28.4
	Zone 11 Subtotal					1015	193	1208	28.4
12	China Shippi	1.00	China Shipping	-12.00	-3.00	-12	-3	-15	-0.4
	Zone 12 Subtotal					-12	-3	-15	-0.4
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	29.7
	Zone 13 Subtotal					524	740	1264	29.7
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.5
	Zone 14 Subtotal					65	43	108	2.5
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.5

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						54	54	108	2.5
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.5
Zone 17 Subtotal						14	6	20	0.5
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.5
Zone 18 Subtotal						14	6	20	0.5
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.5
Zone 19 Subtotal						14	6	20	0.5
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
Zone 20 Subtotal						13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.2
Zone 21 Subtotal						26	27	53	1.2
TOTAL						2568	1689	4257	100.0

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Trip Distribution Report

Percent Of Trips Distribution

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

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

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Zone	To Gates	
	12	

17	20.0	
18	20.0	
19	20.0	
20	20.0	
21	20.0	
22	0.0	
23	0.0	

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.381	A xxxxx	0.523	+ 0.142 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.315	A xxxxx	0.584	+ 0.269 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.243	A xxxxx	0.292	+ 0.049 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.433	A xxxxx	0.496	+ 0.063 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.500	B xxxxx	0.614	+ 0.114 V/C
# 37 Figueroa St / C-St / I-110 Ram	A xxxxx	0.431	A xxxxx	0.559	+ 0.128 V/C

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

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

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

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

Volume Module:
Base Vol: 29 84 28 184 213 102 48 323 16 120 337 184
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 31 90 30 196 227 109 51 345 17 128 360 196
Added Vol: 5 14 31 32 66 137 7 103 4 90 437 41
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 104 61 228 293 246 58 448 21 218 797 237
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 36 104 61 228 293 0 58 448 21 218 797 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 104 61 228 293 0 58 448 21 218 797 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 36 104 61 228 293 0 58 448 21 218 797 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.36 1.03 0.61 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 538 1551 911 1500 3000 1500 1500 3000 1500 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.07 0.15 0.10 0.00 0.04 0.15 0.01 0.15 0.27 0.00
Crit Vol: 100 228 58 398
Crit Moves: **** **

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

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

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

Volume Module:
Base Vol: 40 39 8 11 31 47 92 323 32 12 453 50
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 43 42 9 12 33 50 98 345 34 13 483 53
Added Vol: 7 13 13 8 16 118 38 144 8 16 442 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 55 22 20 49 168 136 489 42 29 925 61
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 55 22 20 49 168 136 489 42 29 925 61
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 55 22 20 49 168 136 489 42 29 925 61
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 55 22 20 49 168 136 489 42 58 925 61

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.79 0.87 0.34 0.17 0.83 1.00 1.00 1.84 0.16 0.06 1.82 0.12
Final Sat.: 1184 1302 513 250 1250 1500 1500 2762 238 88 2736 176

Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.08 0.04 0.11 0.09 0.18 0.18 0.33 0.34 0.35
Crit Vol: 50 168 136 522
Crit Moves: **** **

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.292
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

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

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

Volume Module:
Base Vol: 503 231 0 0 165 5 0 0 0 0 0 0 0
Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08
Initial Bse: 545 250 0 0 179 5 0 0 0 0 0 0 0
Added Vol: 59 352 0 0 45 44 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 604 602 0 0 224 49 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 604 602 0 0 224 49 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 604 602 0 0 224 49 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 604 602 0 0 224 49 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.64 0.36 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 2457 543 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.00 0.00 0.09 0.09 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 302 137 0 0 0 0
Crit Moves: **** ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

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

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

Volume Module:
Base Vol: 306 638 26 28 118 48 84 57 860 20 13 13
Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08
Initial Bse: 331 691 28 30 128 52 91 62 931 22 14 14
Added Vol: 123 171 0 0 29 16 241 0 158 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 454 862 28 30 157 68 332 62 1089 22 14 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 454 862 28 30 157 68 332 62 1089 22 14 14
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 454 862 28 30 157 68 332 62 1089 22 14 14
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 454 862 28 30 157 68 332 62 1089 22 14 14

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.91 0.09 1.00 1.40 0.60 1.69 0.31 2.00 0.87 0.57 0.56
Final Sat.: 2750 3995 130 1375 1918 832 2319 431 2750 1196 777 777

Capacity Analysis Module:
Vol/Sat: 0.17 0.22 0.22 0.02 0.08 0.08 0.14 0.14 0.40 0.02 0.02 0.02
Crit Vol: 0 112 545 25
Crit Moves: **** ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

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

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

Volume Module:
Base Vol: 797 372 13 61 427 7 16 10 8 21 104 44
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 830 388 14 64 445 7 17 10 8 22 108 46
Added Vol: 0 75 67 304 275 0 0 33 0 22 29 38
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 830 463 81 368 720 7 17 43 8 44 137 84
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 830 463 81 368 720 7 17 43 8 44 137 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 830 463 81 368 720 7 17 43 8 44 137 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 830 463 81 368 720 7 17 43 8 44 137 84

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.70 0.30 1.00 1.98 0.02 1.00 0.84 0.16 1.00 2.00 1.00
Final Sat.: 2850 2427 423 1425 2821 29 1425 1195 230 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.29 0.19 0.19 0.26 0.26 0.26 0.01 0.04 0.04 0.03 0.05 0.06
Crit Vol: 415 364 52 44
Crit Moves: ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

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

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

Volume Module:
Base Vol: 330 63 0 0 112 39 400 0 203 0 0 14
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 352 67 0 0 120 42 427 0 217 0 0 15
Added Vol: 55 8 0 0 7 29 34 0 227 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 407 75 0 0 127 71 461 0 444 0 0 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 407 75 0 0 127 71 461 0 444 0 0 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 407 75 0 0 127 71 461 0 444 0 0 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 407 75 0 0 127 71 461 0 444 0 0 15

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.28 0.72 1.01 0.01 0.98 0.00 0.00 1.00
Final Sat.: 2750 2750 0 0 1765 985 1401 0 1349 0 0 1375

Capacity Analysis Module:
Vol/Sat: 0.15 0.03 0.00 0.00 0.07 0.07 0.33 0.00 0.33 0.00 0.00 0.01
Crit Vol: 204 99 452 15
Crit Moves: ****

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Scenario Report

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

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 Year 2005 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Trip Generation Report
 Forecast for 2005 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	33.00	42.00	33	42	75	1.1
	Zone 1 Subtotal					33	42	75	1.1
2	YML Trucks	1.00	YML Trucks	101.00	126.00	101	126	227	3.3
	Zone 2 Subtotal					101	126	227	3.3
3	Trapac Autos	1.00	Trapac Autos	34.00	44.00	34	44	78	1.1
	Zone 3 Subtotal					34	44	78	1.1
4	Trapac Truck	1.00	Trapac Trucks	133.00	167.00	133	167	300	4.4
	Zone 4 Subtotal					133	167	300	4.4
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.4
	Zone 5 Subtotal					81	81	162	2.4
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.0
	Zone 6 Subtotal					80	55	135	2.0
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.8
	Zone 7 Subtotal					138	124	262	3.8
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.5
	Zone 8 Subtotal					160	144	304	4.5
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.6
	Zone 10 Subtotal					9	102	111	1.6
11	China Shippi	1.00	China Shipping	378.00	1181.00	378	1181	1559	22.
	Zone 11 Subtotal					378	1181	1559	22.8
12	China Shippi	1.00	China Shipping	-10.00	-12.00	-10	-12	-22	-0.3
	Zone 12 Subtotal					-10	-12	-22	-0.3
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	40
	Zone 13 Subtotal					1456	1325	2781	40.8
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.0
	Zone 14 Subtotal					217	127	344	5.0
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.2
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
Zone 17 Subtotal						28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
Zone 18 Subtotal						28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
Zone 19 Subtotal						28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.2
Zone 21 Subtotal						98	51	149	2.2
TOTAL						3086	3738	6824	100.0

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Trip Distribution Report

Percent Of Trips Distribution

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

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

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

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 17 Figueroa St / Harry Bridges Bl	A xxxxx	0.421	C xxxxx	0.701	+ 0.280 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.307	B xxxxx	0.632	+ 0.324 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A 7.9	0.242	B 12.1	0.408	+ 4.261 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.477	B xxxxx	0.695	+ 0.217 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.426	A xxxxx	0.537	+ 0.112 V/C
# 37 Figueroa St / C-St / I-110 Ram	B 18.7	0.505	C 21.3	0.659	+ 2.570 D/V

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

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: C

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

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

Volume Module:
Base Vol: 36 130 80 199 80 77 74 457 12 41 379 250
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 38 139 85 212 85 82 79 488 13 44 404 267
Added Vol: 6 23 44 54 54 76 13 502 5 79 196 93
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 44 162 129 266 139 158 92 990 18 123 600 360
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 44 162 129 266 139 0 92 990 18 123 600 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 44 162 129 266 139 0 92 990 18 123 600 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 44 162 129 266 139 0 92 990 18 123 600 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.26 0.97 0.77 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 397 1446 1157 1500 3000 1500 1500 3000 1500 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.11 0.18 0.05 0.00 0.06 0.33 0.01 0.08 0.20 0.00
Crit Vol: 168 266 495 123
Crit Moves: **** **** **** ****

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

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

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

Volume Module:
Base Vol: 42 52 10 14 38 103 94 381 49 11 349 15
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 45 55 11 15 41 110 100 407 52 12 372 16
Added Vol: 16 32 32 23 50 68 152 503 25 50 255 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 61 87 43 38 91 178 252 910 77 62 627 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 61 87 43 38 91 178 252 910 77 62 627 39
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 61 87 43 38 91 178 252 910 77 62 627 39
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 61 87 43 38 91 178 252 910 77 247 627 39

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.64 0.91 0.45 0.25 0.75 1.00 1.00 1.84 0.16 0.23 1.69 0.08
Final Sat.: 955 1374 670 371 1129 1500 1500 2765 235 341 2531 128

Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.06 0.10 0.08 0.12 0.17 0.33 0.33 0.18 0.25 0.30
Crit Vol: 61 178 252 457
Crit Moves: **** **** **** ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 39 Level Of Service: B

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

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

Volume Module:
Base Vol: 549 230 0 0 176 5 0 0 0 0 0 0 0
Growth Adj: 1.17 1.17 1.17 1.17 1.17 1.17 1.17 1.17 1.17 1.17 1.17 1.17
Initial Bse: 641 268 0 0 205 6 0 0 0 0 0 0 0
Added Vol: 122 156 0 0 215 225 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 763 424 0 0 420 231 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 763 424 0 0 420 231 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 763 424 0 0 420 231 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 763 424 0 0 420 231 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.90 0.90 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.29 0.71 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3502 3610 0 0 2207 1212 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.22 0.12 0.00 0.00 0.19 0.19 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.53 1.00 0.00 0.00 0.47 0.47 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.41 0.12 0.00 0.00 0.41 0.41 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 14.1 0.0 0.0 0.0 17.7 17.7 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 14.1 0.0 0.0 0.0 17.7 17.7 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: B A A A B B A A A A A A
HCM2kAvgQ: 7 0 0 0 7 7 0 0 0 0 0 0 0

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

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

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

Volume Module:
Base Vol: 306 687 15 7 147 36 56 33 859 26 24 33
Growth Adj: 1.17 1.17 1.17 1.17 1.17 1.17 1.17 1.17 1.17 1.17 1.17 1.17
Initial Bse: 357 802 18 8 172 42 65 39 1002 30 28 39
Added Vol: 224 165 0 0 133 82 114 0 383 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 581 967 18 8 305 124 179 39 1385 30 28 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 581 967 18 8 305 124 179 39 1385 30 28 39
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 581 967 18 8 305 124 179 39 1385 30 28 39
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 581 967 18 8 305 124 179 39 1385 30 28 39

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.95 0.05 1.00 1.42 0.58 1.65 0.35 2.00 0.63 0.58 0.79
Final Sat.: 2750 4052 73 1375 1954 796 2264 486 2750 861 795 1093

Capacity Analysis Module:
Vol/Sat: 0.21 0.24 0.24 0.01 0.16 0.16 0.08 0.08 0.50 0.04 0.04 0.04
Crit Vol: 0 214 693 48
Crit Moves: ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

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

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

Volume Module:
Base Vol: 362 373 11 69 574 16 11 5 11 16 190 154
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 377 389 11 72 598 17 11 5 11 17 198 160
Added Vol: 0 320 26 135 142 0 0 16 0 116 150 200
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 377 709 37 207 740 17 11 21 11 133 348 360
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 377 709 37 207 740 17 11 21 11 133 348 360
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 377 709 37 207 740 17 11 21 11 133 348 360
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 377 709 37 207 740 17 11 21 11 133 348 360

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.90 0.10 1.00 1.96 0.04 1.00 0.65 0.35 1.00 2.00 1.00
Final Sat.: 2850 2707 143 1425 2787 63 1425 925 500 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.13 0.26 0.26 0.15 0.27 0.27 0.01 0.02 0.02 0.09 0.12 0.25
Crit Vol: 373 207 11 174
Crit Moves: **** **** **** ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 67 Level Of Service: C

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

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

Volume Module:
Base Vol: 312 40 0 0 68 38 404 0 404 0 0 38
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 333 43 0 0 73 41 431 0 431 0 0 41
Added Vol: 115 15 0 0 16 27 19 0 168 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 448 58 0 0 89 68 450 0 599 0 0 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 448 58 0 0 89 68 450 0 599 0 0 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 448 58 0 0 89 68 450 0 599 0 0 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 448 58 0 0 89 68 450 0 599 0 0 41

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.89 0.89 0.89 1.00 0.89 1.00 1.00 0.87
Lanes: 2.00 2.00 0.00 0.00 1.13 0.87 1.27 0.00 0.73 0.00 0.00 1.00
Final Sat.: 3502 3610 0 0 1915 1461 2164 0 1236 0 0 1644

Capacity Analysis Module:
Vol/Sat: 0.13 0.02 0.00 0.00 0.05 0.05 0.21 0.00 0.48 0.00 0.00 0.02
Crit Moves: **** ****
Green/Cycle: 0.19 0.26 0.00 0.00 0.07 0.07 0.66 0.00 0.74 0.00 0.00 0.08
Volume/Cap: 0.66 0.06 0.00 0.00 0.66 0.66 0.32 0.00 0.66 0.00 0.00 0.32
Delay/Veh: 39.6 27.5 0.0 0.0 52.0 52.0 7.5 0.0 7.8 0.0 0.0 45.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.6 27.5 0.0 0.0 52.0 52.0 7.5 0.0 7.8 0.0 0.0 45.0
LOS by Move: D C A A D D A A A A D
HCM2kAvgQ: 8 1 0 0 4 4 5 0 14 0 0 2

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

 Port of Los Angeles
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Scenario Report

Scenario: 2015 AM Peak
 Command: 2015 AM Peak
 Volume: 2015 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 AM Peak

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Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	28.00	40.00	28	40	68	1.1
	Zone 1 Subtotal					28	40	68	1.1
2	YML Trucks	1.00	YML Trucks	146.00	35.00	146	35	181	2.8
	Zone 2 Subtotal					146	35	181	2.8
3	Trapac Autos	1.00	Trapac Autos	68.00	79.00	68	79	147	2.3
	Zone 3 Subtotal					68	79	147	2.3
4	Trapac Truck	1.00	Trapac Trucks	213.00	99.00	213	99	312	4.8
	Zone 4 Subtotal					213	99	312	4.8
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	1.9
	Zone 5 Subtotal					61	61	122	1.9
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.7
	Zone 6 Subtotal					23	19	42	0.7
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.0
	Zone 7 Subtotal					73	58	131	2.0
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	7.1
	Zone 8 Subtotal					244	215	459	7.1
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.6
	Zone 9 Subtotal					20	20	40	0.6
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	1.9
	Zone 10 Subtotal					72	50	122	1.9
11	China Shippi	1.00	China Shipping	1599.00	304.00	1599	304	1903	29.1
	Zone 11 Subtotal					1599	304	1903	29.5
12	China Shippi	1.00	China Shipping	-12.00	-3.00	-12	-3	-15	-0.2
	Zone 12 Subtotal					-12	-3	-15	-0.2
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	19.6
	Zone 13 Subtotal					524	740	1264	19.6
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	1.7
	Zone 14 Subtotal					65	43	108	1.7
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	1.7

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
Zone 15 Subtotal						54	54	108	1.7
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.3
Zone 17 Subtotal						14	6	20	0.3
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.3
Zone 18 Subtotal						14	6	20	0.3
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.3
Zone 19 Subtotal						14	6	20	0.3
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.3
Zone 20 Subtotal						13	5	18	0.3
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	0.8
Zone 21 Subtotal						26	27	53	0.8
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	2.3
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	1.6
Zone 22 Subtotal						126	126	252	3.9
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	0.8
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.0
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	13.1
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.6
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.2
Zone 23 Subtotal						540	540	1080	16.7
TOTAL						3925	2530	6455	100.0

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Trip Distribution Report
Percent Of Trips Distribution

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

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

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

 Port of Los Angeles
 China Shipping EIR
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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.257	A xxxxx	0.573	+ 0.316 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.573	B xxxxx	0.662	+ 0.090 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.257	A xxxxx	0.313	+ 0.057 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.499	B xxxxx	0.612	+ 0.113 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.537	B xxxxx	0.674	+ 0.137 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.290	A xxxxx	0.492	+ 0.202 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.329	A xxxxx	0.389	+ 0.060 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.478	E xxxxx	0.913	+ 0.435 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.220	A xxxxx	0.474	+ 0.254 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.474	A xxxxx	0.509	+ 0.035 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.255	A xxxxx	0.498	+ 0.243 V/C
#212 Navy Way / Seaside	A xxxxx	0.483	A xxxxx	0.564	+ 0.081 V/C

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

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

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

Volume Module:
Base Vol: 40 39 8 11 31 47 92 323 32 12 453 50
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 48 47 10 13 37 56 110 388 38 14 544 60
Added Vol: 7 13 13 8 16 189 62 198 8 16 648 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 55 60 23 21 53 245 172 586 46 30 1192 68
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 55 60 23 21 53 245 172 586 46 30 1192 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 60 23 21 53 245 172 586 46 30 1192 68
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 55 60 23 21 53 245 172 586 46 61 1192 68

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.80 0.87 0.33 0.13 0.87 1.00 2.00 1.85 0.15 0.07 2.77 0.16
Final Sat.: 1141 1240 469 189 1236 1425 2850 2641 209 101 3949 225

Capacity Analysis Module:
Vol/Sat: 0.05 0.05 0.05 0.11 0.04 0.17 0.06 0.22 0.22 0.30 0.30 0.30
Crit Vol: 55 245 86 430
Crit Moves: **** **** **** ****

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

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

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

Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 3 0 1 2 0 1 1 0

Volume Module:
Base Vol: 12 131 284 4 209 84 89 828 13 343 625 21
Growth Adj: 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38
Initial Bse: 17 180 391 6 287 116 122 1139 18 472 859 29
Added Vol: 7 95 25 0 245 0 0 31 5 57 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 24 275 416 6 532 116 122 1170 23 529 896 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 24 275 416 6 532 116 122 1170 23 529 896 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 24 275 416 6 532 116 122 1170 23 529 896 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 24 275 416 6 532 116 122 1170 23 529 896 29

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.20 1.80 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1703 2572 1425 2850 1425 1425 4275 1425 2850 2761 89

Capacity Analysis Module:
Vol/Sat: 0.02 0.16 0.16 0.00 0.19 0.08 0.09 0.27 0.02 0.19 0.32 0.32
Crit Vol: 24 266 390 264
Crit Moves: **** **** **** ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

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

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

Volume Module:
Base Vol: 503 231 0 0 165 5 0 0 0 0 0 0 0
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25
Initial Bse: 629 289 0 0 206 6 0 0 0 0 0 0 0
Added Vol: 127 171 0 0 64 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 756 460 0 0 270 6 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 756 460 0 0 270 6 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 756 460 0 0 270 6 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 756 460 0 0 270 6 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 2.93 0.07 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 4398 102 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.25 0.15 0.00 0.00 0.06 0.06 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 378 92 0 0
Crit Moves: ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

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

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

Volume Module:
Base Vol: 306 638 26 28 118 48 84 57 860 20 13 13
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25
Initial Bse: 383 798 33 35 148 60 105 71 1075 25 16 16
Added Vol: 177 298 0 0 41 23 0 0 280 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 560 1095 33 35 189 83 105 71 1355 25 16 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 560 1095 33 35 189 83 105 71 1355 25 16 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 560 1095 33 35 189 83 105 71 1355 25 16 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 560 1095 33 35 189 83 105 71 1355 25 16 16

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.91 0.09 1.00 1.39 0.61 0.60 0.40 2.00 0.87 0.57 0.56
Final Sat.: 2750 4006 119 1375 1909 841 819 556 2750 1196 777 777

Capacity Analysis Module:
Vol/Sat: 0.20 0.27 0.27 0.03 0.10 0.10 0.13 0.13 0.49 0.02 0.02 0.02
Crit Vol: 0 136 678 29
Crit Moves: ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

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

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

Volume Module:
Base Vol: 797 372 13 61 427 7 16 10 8 21 104 44
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13
Initial Bse: 897 418 15 69 480 8 18 11 9 24 117 50
Added Vol: 32 24 261 1151 21 0 0 121 0 76 105 141
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 929 443 276 1220 501 8 18 132 9 100 222 191
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 929 443 0 1220 501 8 18 132 9 100 222 191
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 929 443 0 1220 501 8 18 132 9 100 222 191
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 929 443 0 1220 501 8 18 132 9 100 222 191

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.23 1.66 0.11 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 322 2367 161 2850 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.33 0.16 0.00 0.43 0.18 0.01 0.06 0.06 0.06 0.03 0.08 0.13
Crit Vol: 221 610 80 50
Crit Moves: **** **** **** ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

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

Control: Protected Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 3 0 1 3 0 2 0 1

Volume Module:
Base Vol: 48 69 339 0 68 64 94 396 102 366 268 21
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 58 83 407 0 82 77 113 475 122 439 322 25
Added Vol: 0 7 158 2 5 29 34 107 490 677 68 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 58 90 565 2 87 106 147 582 612 1116 390 26
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 58 90 0 2 87 106 147 582 0 1116 390 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 58 90 0 2 87 106 147 582 0 1116 390 26
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 58 90 0 2 87 106 147 582 0 1116 390 26

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 3.00 1.00 3.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 4275 1425 4275 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.00 0.00 0.06 0.07 0.10 0.14 0.00 0.26 0.14 0.02
Crit Vol: 29 106 194 372
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

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

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

Volume Module:
Base Vol: 487 0 24 0 0 0 0 347 399 21 215 0
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13
Initial Bse: 548 0 27 0 0 0 0 390 449 24 242 0
Added Vol: 113 0 0 0 0 0 0 58 35 0 171 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 661 0 27 0 0 0 0 448 484 24 413 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 661 0 27 0 0 0 0 448 484 24 413 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 661 0 27 0 0 0 0 448 484 24 413 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 661 0 27 0 0 0 0 448 484 24 413 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 2850 1425 1425 2850 0

Capacity Analysis Module:
Vol/Sat: 0.23 0.00 0.02 0.00 0.00 0.00 0.00 0.16 0.34 0.02 0.14 0.00
Crit Vol: 330 0 224 206
Crit Moves: ****

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

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 166 Level Of Service: E

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

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

Volume Module:
Base Vol: 206 20 72 6 14 10 17 292 289 172 300 1
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 247 24 86 7 17 12 20 350 347 206 360 1
Added Vol: 45 0 54 0 0 0 0 211 96 117 716 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 24 140 7 17 12 20 561 443 323 1076 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 292 24 140 7 17 12 20 561 443 323 1076 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 24 140 7 17 12 20 561 443 323 1076 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 292 24 140 7 17 12 122 561 443 1294 1076 1

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 0.40 0.93 0.67 0.04 1.17 0.79 1.00 0.99 0.01
Final Sat.: 3000 3000 1500 600 1400 1000 66 1755 1179 1500 1498 2

Capacity Analysis Module:
Vol/Sat: 0.10 0.01 0.09 0.01 0.01 0.01 0.31 0.32 0.38 0.22 0.72 0.79
Crit Vol: 146 18 20 1185
Crit Moves: ****

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 0 0 2 0 26 18 603 0 0 461 1
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 0 0 0 2 0 31 22 724 0 0 553 1
Added Vol: 0 0 0 0 0 0 0 307 0 0 761 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 31 22 1031 0 0 1314 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 31 22 1031 0 0 1314 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 31 22 1031 0 0 1314 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 31 130 1031 0 0 1314 1

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.46 2.54 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 697 3803 0 0 2997 3

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.03 0.27 0.00 0.00 0.44 0.44
Crit Vol: 0 31 22 658
Crit Moves: **** **

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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

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

Volume Module:
Base Vol: 265 415 0 0 264 171 594 0 257 0 0 0
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13
Initial Bse: 298 467 0 0 297 192 668 0 289 0 0 0
Added Vol: 0 284 0 0 94 3 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 298 751 0 0 391 195 700 0 289 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 298 751 0 0 391 195 700 0 289 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 298 751 0 0 391 195 700 0 289 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 298 751 0 0 391 195 700 0 289 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 2850 2850 0 0 2850 1425 2850 0 1425 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.10 0.26 0.00 0.00 0.14 0.14 0.25 0.00 0.20 0.00 0.00 0.00
Crit Vol: 375 0 350 0
Crit Moves: **** **

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

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

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

Volume Module:
Base Vol: 1 7 18 16 5 74 43 226 3 47 344 10
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 1 8 22 19 6 89 52 271 4 56 413 12
Added Vol: 0 0 0 0 0 0 0 213 0 0 674 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 22 19 6 89 52 484 4 56 1087 12
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 22 19 6 89 52 484 4 56 1087 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 22 19 6 89 52 484 4 56 1087 12
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 22 19 6 89 52 484 4 113 1087 12

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.92 1.00 0.34 0.66 1.00 1.00 1.99 0.01 0.10 1.88 0.02
Final Sat.: 115 1385 1500 505 995 1500 1500 2978 22 154 2816 30

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.04 0.01 0.06 0.03 0.16 0.16 0.37 0.39 0.40
Crit Vol: 1 89 52 606
Crit Moves: **** **** **** ****

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

Intersection #212 Navy Way / Seaside

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

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

Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 4 0 1 2 0 3 0 0

Volume Module:
Base Vol: 49 0 530 0 0 0 0 1467 71 106 1260 0
Growth Adj: 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55
Initial Bse: 76 0 822 0 0 0 0 2274 110 164 1953 0
Added Vol: 0 0 0 0 0 0 0 317 0 0 344 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 76 0 822 0 0 0 0 2591 110 164 2297 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 76 0 0 0 0 0 0 2591 110 164 2297 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 76 0 0 0 0 0 0 2591 110 164 2297 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 76 0 0 0 0 0 0 2591 110 164 2297 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 4.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.00 0.00 0.00 0.00 0.00 0.45 0.08 0.06 0.54 0.00
Crit Vol: 38 0 766
Crit Moves: **** **** **** ****

 Port of Los Angeles
 China Shipping EIR
 Year 2015 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Scenario Report

Scenario: 2015 PM Peak
 Command: 2015 PM Peak
 Volume: 2015 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2015 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2015 PM Peak

 Port of Los Angeles
 China Shipping EIR
 Year 2015 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	37.00	50.00	37	50	87	1.0
	Zone 1 Subtotal					37	50	87	1.0
2	YML Trucks	1.00	YML Trucks	114.00	144.00	114	144	258	2.8
	Zone 2 Subtotal					114	144	258	2.8
3	Trapac Autos	1.00	Trapac Autos	73.00	122.00	73	122	195	2.2
	Zone 3 Subtotal					73	122	195	2.2
4	Trapac Truck	1.00	Trapac Trucks	166.00	223.00	166	223	389	4.3
	Zone 4 Subtotal					166	223	389	4.3
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	1.8
	Zone 5 Subtotal					81	81	162	1.8
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.5
	Zone 6 Subtotal					80	55	135	1.5
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	2.9
	Zone 7 Subtotal					138	124	262	2.9
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	3.4
	Zone 8 Subtotal					160	144	304	3.4
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.5
	Zone 9 Subtotal					24	24	48	0.5
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.2
	Zone 10 Subtotal					9	102	111	1.2
11	China Shippi	1.00	China Shipping	596.00	1861.00	596	1861	2457	27.1
	Zone 11 Subtotal					596	1861	2457	27.1
12	China Shippi	1.00	China Shipping	-10.00	-12.00	-10	-12	-22	-0.2
	Zone 12 Subtotal					-10	-12	-22	-0.2
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	30.7
	Zone 13 Subtotal					1456	1325	2781	30.7
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	3.8
	Zone 14 Subtotal					217	127	344	3.8
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	0.9

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Year 2015 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
Zone 15 Subtotal						42	42	84	0.9
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.6
Zone 17 Subtotal						28	29	57	0.6
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.6
Zone 18 Subtotal						28	29	57	0.6
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.6
Zone 19 Subtotal						28	29	57	0.6
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.6
Zone 20 Subtotal						28	28	56	0.6
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	1.6
Zone 21 Subtotal						98	51	149	1.6
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	4.4
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.5
Zone 22 Subtotal						265	265	530	5.9
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	0.9
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	0.9
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.0
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.7
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.5
Zone 23 Subtotal						277	277	554	6.1
TOTAL						3935	5120	9055	100.0

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Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Trip Distribution Report
Percent Of Trips Distribution

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

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

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Zone	To Gates
	12

17	20.0
18	20.0
19	20.0
20	20.0
21	20.0
22	0.0
23	0.0

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.303	B xxxxx	0.659	+ 0.356 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.606	B xxxxx	0.699	+ 0.093 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.335	A xxxxx	0.459	+ 0.124 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	B xxxxx	0.614	D xxxxx	0.893	+ 0.280 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.472	D xxxxx	0.877	+ 0.405 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.360	A xxxxx	0.446	+ 0.086 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.293	A xxxxx	0.360	+ 0.068 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.488	E xxxxx	0.982	+ 0.494 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.343	A xxxxx	0.497	+ 0.154 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.538	B xxxxx	0.648	+ 0.110 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.292	A xxxxx	0.566	+ 0.274 V/C
#212 Navy Way / Seaside	A xxxxx	0.577	C xxxxx	0.706	+ 0.129 V/C

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: B

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

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

Volume Module:
Base Vol: 42 52 10 14 38 103 94 381 49 11 349 15
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 50 62 12 17 46 124 113 457 59 13 419 18
Added Vol: 16 32 32 23 50 101 242 756 25 50 352 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 66 94 44 40 96 225 355 1213 84 63 771 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 66 94 44 40 96 225 355 1213 84 63 771 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 66 94 44 40 96 225 355 1213 84 63 771 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 66 94 44 40 96 225 355 1213 84 379 771 41

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.65 0.92 0.43 0.22 0.78 1.00 2.00 1.87 0.13 0.22 2.64 0.14
Final Sat.: 924 1314 612 315 1110 1425 2850 2666 184 309 3766 200

Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.07 0.13 0.09 0.16 0.12 0.46 0.46 0.20 0.20 0.20
Crit Vol: 66 225 648 292
Crit Moves: **** **** ****

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

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: B

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

Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 3 0 1 2 0 1 1 0

Volume Module:
Base Vol: 7 255 408 11 191 123 78 631 14 286 761 31
Growth Adj: 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38
Initial Bse: 10 351 561 15 263 169 107 868 19 393 1046 43
Added Vol: 1 289 79 0 192 0 0 32 10 68 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 11 640 640 15 455 169 107 900 29 461 1066 43
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 11 640 640 15 455 169 107 900 29 461 1066 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 640 640 15 455 169 107 900 29 461 1066 43
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 11 640 640 15 455 169 107 900 29 461 1066 43

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 1.50 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.92 0.08
Final Sat.: 1425 2137 2138 1425 2850 1425 1425 4275 1425 2850 2740 110

Capacity Analysis Module:
Vol/Sat: 0.01 0.30 0.30 0.01 0.16 0.12 0.08 0.21 0.02 0.16 0.39
Crit Vol: 427 15 300 554
Crit Moves: **** **** ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

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

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

Volume Module:
Base Vol: 549 230 0 0 176 5 0 0 0 0 0 0 0
Growth Adj: 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50
Initial Bse: 824 345 0 0 264 8 0 0 0 0 0 0 0
Added Vol: 157 66 0 0 323 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 981 411 0 0 587 8 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 981 411 0 0 587 8 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 981 411 0 0 587 8 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 981 411 0 0 587 8 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 2.96 0.04 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 4443 57 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.33 0.14 0.00 0.00 0.13 0.13 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 490 198 0 0 0 0
Crit Moves: **** ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

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

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

Volume Module:
Base Vol: 306 687 15 7 147 36 56 33 859 26 24 33
Growth Adj: 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50
Initial Bse: 459 1031 23 11 221 54 84 50 1289 39 36 50
Added Vol: 251 222 0 0 204 119 0 0 446 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 710 1253 23 11 425 173 84 50 1735 39 36 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 710 1253 23 11 425 173 84 50 1735 39 36 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 710 1253 23 11 425 173 84 50 1735 39 36 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 710 1253 23 11 425 173 84 50 1735 39 36 50

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.95 0.05 1.00 1.42 0.58 0.63 0.37 2.00 0.63 0.58 0.79
Final Sat.: 2750 4052 73 1375 1954 796 865 510 2750 861 795 1093

Capacity Analysis Module:
Vol/Sat: 0.26 0.31 0.31 0.01 0.22 0.22 0.10 0.10 0.63 0.05 0.05 0.05
Crit Vol: 0 299 867 62
Crit Moves: **** **** **** ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 152 Level Of Service: D

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

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

Volume Module:
Base Vol: 362 373 11 69 574 16 11 5 11 16 190 154
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13
Initial Bse: 407 420 12 78 646 18 12 6 12 18 214 173
Added Vol: 66 24 102 490 42 0 0 56 0 420 563 768
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 473 444 114 568 688 18 12 62 12 438 777 941
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 473 444 0 568 688 18 12 62 12 438 777 941
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 473 444 0 568 688 18 12 62 12 438 777 941
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 4.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 473 444 0 568 688 18 50 62 12 438 777 941

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.50 1.30 0.20 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 716 1848 286 2850 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.17 0.16 0.00 0.20 0.24 0.01 0.02 0.03 0.04 0.15 0.27 0.66
Crit Vol: 237 344 12 941
Crit Moves: ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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

Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 3 0 1 3 0 2 0 1

Volume Module:
Base Vol: 74 106 468 0 78 84 116 279 77 415 380 29
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 89 127 562 0 94 101 139 335 92 498 456 35
Added Vol: 0 13 780 2 15 27 19 115 217 301 153 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 89 140 1342 2 109 128 158 450 309 799 609 37
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 89 140 0 2 109 128 158 450 0 799 609 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 89 140 0 2 109 128 158 450 0 799 609 37
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 89 140 0 2 109 128 158 450 0 799 609 37

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 3.00 1.00 3.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 4275 1425 4275 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.03 0.05 0.00 0.00 0.08 0.09 0.11 0.11 0.00 0.19 0.21 0.03
Crit Vol: 44 128 158 305
Crit Moves: ****

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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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

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

Volume Module:
Base Vol: 407 0 16 0 0 0 0 187 579 8 334 0
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13
Initial Bse: 458 0 18 0 0 0 0 210 651 9 376 0
Added Vol: 60 0 0 0 0 0 0 299 144 0 66 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 518 0 18 0 0 0 0 509 795 9 442 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 518 0 18 0 0 0 0 509 795 9 442 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 518 0 18 0 0 0 0 509 795 9 442 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 518 0 18 0 0 0 0 509 795 9 442 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 2850 1425 1425 2850 0

Capacity Analysis Module:
Vol/Sat: 0.18 0.00 0.01 0.00 0.00 0.00 0.00 0.18 0.56 0.01 0.16 0.00
Crit Vol: 259 0 255 221
Crit Moves: ****

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

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

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

Volume Module:
Base Vol: 308 26 222 8 11 31 40 440 122 59 374 6
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 370 31 266 10 13 37 48 528 146 71 449 7
Added Vol: 100 0 123 0 0 0 0 883 75 91 360 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 470 31 389 10 13 37 48 1411 221 162 809 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 470 31 389 10 13 37 48 1411 221 162 809 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 470 31 389 10 13 37 48 1411 221 162 809 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 470 31 389 10 13 37 192 1411 221 971 809 7

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 0.32 0.68 1.00 0.06 1.70 0.24 1.00 0.99 0.01
Final Sat.: 3000 3000 1500 480 1020 1500 94 2542 364 1500 1488 12

Capacity Analysis Module:
Vol/Sat: 0.16 0.01 0.26 0.02 0.01 0.02 0.51 0.56 0.61 0.11 0.54 0.60
Crit Vol: 389 10 912 162
Crit Moves: ****

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 0 0 2 0 24 31 639 0 0 745 3
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 0 0 0 2 0 29 37 767 0 0 894 4
Added Vol: 0 0 0 0 0 0 0 958 0 0 461 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 29 37 1725 0 0 1355 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 29 37 1725 0 0 1355 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 2 0 29 37 1725 0 0 1355 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 2 0 29 223 1725 0 0 1355 4

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.15 0.85 1.00 0.48 2.52 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 231 1269 1500 723 3777 0 0 2992 8

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.46 0.00 0.00 0.45 0.45
Crit Vol: 0 29 37 679
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

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

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

Volume Module:
Base Vol: 347 467 0 0 323 239 448 0 359 0 0 0
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13
Initial Bse: 390 525 0 0 363 269 504 0 404 0 0 0
Added Vol: 0 126 0 0 443 19 67 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 390 651 0 0 806 288 571 0 404 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 390 651 0 0 806 288 571 0 404 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 390 651 0 0 806 288 571 0 404 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 390 651 0 0 806 288 571 0 404 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 1.76 xxxxx 1.24 0.00 0.00 0.00
Final Sat.: 2850 2850 0 0 2850 1425 2504 0 1771 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.14 0.23 0.00 0.00 0.28 0.20 0.23 0.00 0.23 0.00 0.00 0.00
Crit Vol: 195 403 325 0
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

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

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

Volume Module:
Base Vol: 1 6 87 5 3 48 115 507 0 26 236 28
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 1 7 104 6 4 58 138 608 0 31 283 34
Added Vol: 0 0 0 0 0 0 0 805 0 0 419 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 7 104 6 4 58 138 1413 0 31 702 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 7 104 6 4 58 138 1413 0 31 702 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 7 104 6 4 58 138 1413 0 31 702 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 7 104 6 4 58 138 1413 0 187 702 34

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 1.00 2.00 0.00 0.10 1.83 0.07
Final Sat.: 32 1468 1500 268 1232 1500 1500 3000 0 153 2738 109

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.07 0.02 0.00 0.04 0.09 0.47 0.00 0.20 0.26 0.31
Crit Vol: 104 6 707 31
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

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

Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 4 0 1 2 0 3 0 0

Volume Module:
Base Vol: 114 0 694 0 0 0 0 1521 76 28 1410 0
Growth Adj: 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56 1.56
Initial Bse: 178 0 1083 0 0 0 0 2373 119 44 2200 0
Added Vol: 0 0 0 0 0 0 0 583 0 0 552 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 178 0 1083 0 0 0 0 2956 119 44 2752 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 178 0 0 0 0 0 0 2956 119 44 2752 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 178 0 0 0 0 0 0 2956 119 44 2752 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 178 0 0 0 0 0 0 2956 119 44 2752 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 4.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.52 0.08 0.02 0.64 0.00
Crit Vol: 89 0 917
Crit Moves: **** **

 Port of Los Angeles
 China Shipping EIR
 Year 2030 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Scenario Report

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

 Port of Los Angeles
 China Shipping EIR
 Year 2030 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Trip Generation Report
 Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	9.00	22.00	9	22	31	0.5
	Zone 1 Subtotal					9	22	31	0.5
2	YML Trucks	1.00	YML Trucks	53.00	101.00	53	101	154	2.4
	Zone 2 Subtotal					53	101	154	2.4
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.1
	Zone 3 Subtotal					61	73	134	2.1
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	6.3
	Zone 4 Subtotal					170	238	408	6.3
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	1.9
	Zone 5 Subtotal					61	61	122	1.9
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.6
	Zone 6 Subtotal					23	19	42	0.6
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.0
	Zone 7 Subtotal					73	58	131	2.0
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	7.1
	Zone 8 Subtotal					244	215	459	7.1
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.6
	Zone 9 Subtotal					20	20	40	0.6
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	1.9
	Zone 10 Subtotal					72	50	122	1.9
11	China Shippi	1.00	China Shipping	1599.00	304.00	1599	304	1903	29.
	Zone 11 Subtotal					1599	304	1903	29.4
12	China Shippi	1.00	China Shipping	-12.00	-3.00	-12	-3	-15	-0.2
	Zone 12 Subtotal					-12	-3	-15	-0.2
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	19.5
	Zone 13 Subtotal					524	740	1264	19.5
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	1.7
	Zone 14 Subtotal					65	43	108	1.7
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	1.7

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
Zone 15 Subtotal						54	54	108	1.7
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.3
Zone 17 Subtotal						14	6	20	0.3
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.3
Zone 18 Subtotal						14	6	20	0.3
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.3
Zone 19 Subtotal						14	6	20	0.3
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.3
Zone 20 Subtotal						13	5	18	0.3
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	0.8
Zone 21 Subtotal						26	27	53	0.8
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	2.3
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	1.6
Zone 22 Subtotal						126	126	252	3.9
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	0.8
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.0
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	13.0
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.6
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.2
Zone 23 Subtotal						540	540	1080	16.7
TOTAL						3763	2711	6474	100.0

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Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Trip Distribution Report
Percent Of Trips Distribution

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

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

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 Port of Los Angeles
 China Shipping EIR
 Year 2030 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

 Port of Los Angeles
 China Shipping EIR
 Year 2030 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.299	A xxxxx	0.597	+ 0.298 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.729	C xxxxx	0.799	+ 0.071 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.308	A xxxxx	0.367	+ 0.059 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	A xxxxx	0.599	C xxxxx	0.713	+ 0.114 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.596	B xxxxx	0.678	+ 0.081 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.338	A xxxxx	0.527	+ 0.189 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.366	A xxxxx	0.424	+ 0.058 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.558	E xxxxx	0.988	+ 0.430 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.257	A xxxxx	0.517	+ 0.261 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.527	A xxxxx	0.552	+ 0.025 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.297	A xxxxx	0.524	+ 0.226 V/C
#212 Navy Way / Seaside	B xxxxx	0.655	C xxxxx	0.731	+ 0.076 V/C

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

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

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

Volume Module:
Base Vol: 40 39 8 11 31 47 92 323 32 12 453 50
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 56 55 11 15 43 66 129 452 45 17 634 70
Added Vol: 7 13 13 8 16 185 58 288 8 16 587 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 63 68 24 23 59 251 187 740 53 33 1221 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 63 68 24 23 59 251 187 740 53 33 1221 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 63 68 24 23 59 251 187 740 53 33 1221 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 63 68 24 23 59 251 187 740 53 131 1221 78

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.81 0.88 0.31 0.14 0.86 1.00 2.00 1.87 0.13 0.07 2.75 0.18
Final Sat.: 1160 1245 446 200 1225 1425 2850 2660 190 105 3919 250

Capacity Analysis Module:
Vol/Sat: 0.05 0.05 0.05 0.12 0.05 0.18 0.07 0.28 0.28 0.31 0.31 0.31
Crit Vol: 63 251 93 444
Crit Moves: **** **** **** ****

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

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

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

Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 3 0 1 2 0 1 1 0

Volume Module:
Base Vol: 12 131 284 4 209 84 89 828 13 343 625 21
Growth Adj: 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75
Initial Bse: 21 229 497 7 366 147 156 1449 23 600 1094 37
Added Vol: 7 176 39 0 196 0 0 31 5 50 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 405 536 7 562 147 156 1480 28 650 1131 37
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 405 536 7 562 147 156 1480 28 650 1131 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 405 536 7 562 147 156 1480 28 650 1131 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 28 405 536 7 562 147 156 1480 28 650 1131 37

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.29 1.71 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1841 2434 1425 2850 1425 1425 4275 1425 2850 2760 90

Capacity Analysis Module:
Vol/Sat: 0.02 0.22 0.22 0.00 0.20 0.10 0.11 0.35 0.02 0.23 0.41 0.41
Crit Vol: 314 7 493 325
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

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

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

Volume Module:
Base Vol: 503 231 0 0 165 5 0 0 0 0 0 0 0
Growth Adj: 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50
Initial Bse: 755 347 0 0 248 8 0 0 0 0 0 0 0
Added Vol: 127 169 0 0 73 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 882 516 0 0 321 8 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 882 516 0 0 321 8 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 882 516 0 0 321 8 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 882 516 0 0 321 8 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 2.93 0.07 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 4397 103 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.29 0.17 0.00 0.00 0.07 0.07 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 441 109 0 0 0 0
Crit Moves: ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

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

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

Volume Module:
Base Vol: 306 638 26 28 118 48 84 57 860 20 13 13
Growth Adj: 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50
Initial Bse: 459 957 39 42 177 72 126 86 1290 30 20 20
Added Vol: 177 296 0 0 39 34 0 0 280 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 636 1253 39 42 216 106 126 86 1570 30 20 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 636 1253 39 42 216 106 126 86 1570 30 20 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 636 1253 39 42 216 106 126 86 1570 30 20 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 636 1253 39 42 216 106 126 86 1570 30 20 20

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.91 0.09 1.00 1.34 0.66 0.60 0.40 2.00 0.87 0.57 0.56
Final Sat.: 2750 4000 125 1375 1845 905 819 556 2750 1196 777 777

Capacity Analysis Module:
Vol/Sat: 0.23 0.31 0.31 0.03 0.12 0.12 0.15 0.15 0.57 0.03 0.03 0.03
Crit Vol: 0 161 785 35
Crit Moves: ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

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

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

Volume Module:
Base Vol: 797 372 13 61 427 7 16 10 8 21 104 44
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25
Initial Bse: 996 465 16 76 534 9 20 13 10 26 130 55
Added Vol: 32 23 257 1063 20 0 0 104 0 72 134 155
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1028 488 273 1139 554 9 20 117 10 98 264 210
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1028 488 0 1139 554 9 20 117 10 98 264 210
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1028 488 0 1139 554 9 20 117 10 98 264 210
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1028 488 0 1139 554 9 20 117 10 98 264 210

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.27 1.59 0.14 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 389 2266 195 2850 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.36 0.17 0.00 0.40 0.19 0.01 0.05 0.05 0.05 0.03 0.09 0.15
Crit Vol: 244 570 20 132
Crit Moves: **** **** **** ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

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

Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 3 0 1 3 0 2 0 1

Volume Module:
Base Vol: 48 69 339 0 68 64 94 396 102 366 268 21
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 67 97 475 0 95 90 132 554 143 512 375 29
Added Vol: 0 7 171 2 5 29 34 89 439 639 128 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 67 104 646 2 100 119 166 643 582 1151 503 31
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 67 104 0 2 100 119 166 643 0 1151 503 31
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 67 104 0 2 100 119 166 643 0 1151 503 31
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 67 104 0 2 100 119 166 643 0 1151 503 31

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 3.00 1.00 3.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 4275 1425 4275 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.02 0.04 0.00 0.00 0.07 0.08 0.12 0.15 0.00 0.27 0.18 0.02
Crit Vol: 34 119 214 384
Crit Moves: **** **** **** ****

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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

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

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

Volume Module:
Base Vol: 487 0 24 0 0 0 0 347 399 21 215 0
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25
Initial Bse: 609 0 30 0 0 0 0 434 499 26 269 0
Added Vol: 111 0 0 0 0 0 0 55 34 0 169 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 720 0 30 0 0 0 0 489 533 26 438 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 720 0 30 0 0 0 0 489 533 26 438 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 720 0 30 0 0 0 0 489 533 26 438 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 720 0 30 0 0 0 0 489 533 26 438 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 2850 1425 1425 2850 0

Capacity Analysis Module:
Vol/Sat: 0.25 0.00 0.02 0.00 0.00 0.00 0.00 0.17 0.37 0.02 0.15 0.00
Crit Vol: 360 0 244 219
Crit Moves: ****

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

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.988
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

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

Volume Module:
Base Vol: 206 20 72 6 14 10 17 292 289 172 300 1
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 288 28 101 8 20 14 24 409 405 241 420 1
Added Vol: 107 0 131 0 0 0 0 222 77 94 675 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 395 28 232 8 20 14 24 631 482 335 1095 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 395 28 232 8 20 14 24 631 482 335 1095 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 395 28 232 8 20 14 24 631 482 335 1095 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 395 28 232 8 20 14 95 631 482 1339 1095 1

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 0.40 0.93 0.67 0.04 1.16 0.80 1.00 0.99 0.01
Final Sat.: 3000 3000 1500 600 1400 1000 67 1737 1196 1500 1498 2

Capacity Analysis Module:
Vol/Sat: 0.13 0.01 0.15 0.01 0.01 0.01 0.35 0.36 0.40 0.22 0.73 0.81
Crit Vol: 232 8 24 1218
Crit Moves: ****

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

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

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

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

Volume Module:
Base Vol: 0 0 0 2 0 26 18 603 0 0 461 1
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 0 0 0 3 0 36 25 844 0 0 645 1
Added Vol: 0 0 0 0 0 0 0 298 0 0 782 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 3 0 36 25 1142 0 0 1427 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 3 0 36 25 1142 0 0 1427 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 3 0 36 25 1142 0 0 1427 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 3 0 36 151 1142 0 0 1427 1

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.50 2.50 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 214 1286 1500 743 3757 0 0 2997 3

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.03 0.30 0.00 0.00 0.48 0.48
Crit Vol: 0 36 25 714
Crit Moves: **** **

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

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

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

Volume Module:
Base Vol: 265 415 0 0 264 171 594 0 257 0 0 0
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25
Initial Bse: 331 519 0 0 330 214 743 0 321 0 0 0
Added Vol: 0 280 0 0 89 3 32 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 331 799 0 0 419 217 775 0 321 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 331 799 0 0 419 217 775 0 321 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 331 799 0 0 419 217 775 0 321 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 331 799 0 0 419 217 775 0 321 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 2850 2850 0 0 2850 1425 2850 0 1425 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.12 0.28 0.00 0.00 0.15 0.15 0.27 0.00 0.23 0.00 0.00 0.00
Crit Vol: 399 0 387 0
Crit Moves: **** **

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

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

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

Volume Module:
Base Vol: 1 7 18 16 5 74 43 226 3 47 344 10
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 1 10 25 22 7 104 60 316 4 66 482 14
Added Vol: 0 0 0 0 0 0 0 303 0 0 613 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 10 25 22 7 104 60 619 4 66 1095 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 10 25 22 7 104 60 619 4 66 1095 14
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 10 25 22 7 104 60 619 4 66 1095 14
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 10 25 22 7 104 60 619 4 132 1095 14

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.92 1.00 0.34 0.66 1.00 1.00 1.99 0.01 0.12 1.86 0.02
Final Sat.: 115 1385 1500 505 995 1500 1500 2980 20 178 2788 34

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.04 0.01 0.07 0.04 0.21 0.21 0.37 0.39 0.41
Crit Vol: 1 104 60 620
Crit Moves: **** **** **** ****

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

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

Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 4 0 1 2 0 3 0 0

Volume Module:
Base Vol: 49 0 530 0 0 0 0 0 1467 71 106 1260 0
Growth Adj: 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10 2.10
Initial Bse: 103 0 1113 0 0 0 0 0 3081 149 223 2646 0
Added Vol: 0 0 0 0 0 0 0 0 336 0 0 324 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 103 0 1113 0 0 0 0 0 3417 149 223 2970 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 103 0 0 0 0 0 0 0 3417 149 223 2970 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 103 0 0 0 0 0 0 0 3417 149 223 2970 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 103 0 0 0 0 0 0 0 3417 149 223 2970 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 4.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.00 0.00 0.00 0.00 0.00 0.60 0.10 0.08 0.69 0.00
Crit Vol: 51 0 990
Crit Moves: **** **** **** ****

 Port of Los Angeles
 China Shipping EIR
 Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Scenario Report

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

 Port of Los Angeles
 China Shipping EIR
 Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Trip Generation Report
 Forecast for 2030 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	21.00	17.00	21	17	38	0.4
	Zone 1 Subtotal					21	17	38	0.4
2	YML Trucks	1.00	YML Trucks	41.00	51.00	41	51	92	1.1
	Zone 2 Subtotal					41	51	92	1.1
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.0
	Zone 3 Subtotal					67	110	177	2.0
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	3.6
	Zone 4 Subtotal					132	181	313	3.6
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	1.9
	Zone 5 Subtotal					81	81	162	1.9
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.5
	Zone 6 Subtotal					80	55	135	1.5
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.0
	Zone 7 Subtotal					138	124	262	3.0
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	3.5
	Zone 8 Subtotal					160	144	304	3.5
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.5
	Zone 9 Subtotal					24	24	48	0.5
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.3
	Zone 10 Subtotal					9	102	111	1.3
11	China Shippi	1.00	China Shipping	596.00	1861.00	596	1861	2457	28.1
	Zone 11 Subtotal					596	1861	2457	28.1
12	China Shippi	1.00	China Shipping	-10.00	-12.00	-10	-12	-22	-0.3
	Zone 12 Subtotal					-10	-12	-22	-0.3
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	31.8
	Zone 13 Subtotal					1456	1325	2781	31.8
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	3.9
	Zone 14 Subtotal					217	127	344	3.9
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.0

Port of Los Angeles
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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
Zone 15 Subtotal						42	42	84	1.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.7
Zone 17 Subtotal						28	29	57	0.7
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.7
Zone 18 Subtotal						28	29	57	0.7
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.7
Zone 19 Subtotal						28	29	57	0.7
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.6
Zone 20 Subtotal						28	28	56	0.6
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	1.7
Zone 21 Subtotal						98	51	149	1.7
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	4.5
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.6
Zone 22 Subtotal						265	265	530	6.1
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.0
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.0
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.1
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.7
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.5
Zone 23 Subtotal						277	277	554	6.3
TOTAL						3806	4940	8746	100.0

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Trip Distribution Report
Percent Of Trips Distribution

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

 Port of Los Angeles
 China Shipping EIR
 Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

 Port of Los Angeles
 China Shipping EIR
 Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.354	B xxxxx	0.684	+ 0.330 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.771	D xxxxx	0.851	+ 0.080 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.446	A xxxxx	0.566	+ 0.119 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	D xxxxx	0.813	F xxxxx	1.090	+ 0.277 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.525	E xxxxx	0.924	+ 0.399 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.420	A xxxxx	0.498	+ 0.079 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.325	A xxxxx	0.384	+ 0.059 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.569	F xxxxx	1.020	+ 0.450 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.400	A xxxxx	0.537	+ 0.136 V/C
#110 John S. Gibson / Channel Stree	A xxxxx	0.598	B xxxxx	0.698	+ 0.100 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.341	A xxxxx	0.593	+ 0.252 V/C
#212 Navy Way / Seaside	C xxxxx	0.784	E xxxxx	0.909	+ 0.125 V/C

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 177 Level Of Service: B

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

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

Volume Module:
Base Vol: 42 52 10 14 38 103 94 381 49 11 349 15
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 59 73 14 20 53 144 132 533 69 15 489 21
Added Vol: 16 32 32 23 50 97 236 690 25 50 303 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 105 46 43 103 241 368 1223 94 65 792 44
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 75 105 46 43 103 241 368 1223 94 65 792 44
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 75 105 46 43 103 241 368 1223 94 65 792 44
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 75 105 46 43 103 241 368 1223 94 392 792 44

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.66 0.93 0.41 0.22 0.78 1.00 2.00 1.86 0.14 0.22 2.63 0.15
Final Sat.: 945 1324 581 314 1111 1425 2850 2647 203 310 3756 209

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.14 0.09 0.17 0.13 0.46 0.46 0.21 0.21 0.21
Crit Vol: 75 241 658 300
Crit Moves: **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

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

Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 3 0 1 2 0 1 1 0

Volume Module:
Base Vol: 7 255 408 11 191 123 78 631 14 286 761 31
Growth Adj: 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75
Initial Bse: 12 446 714 19 334 215 137 1104 25 501 1332 54
Added Vol: 1 239 72 0 153 0 0 32 10 62 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 13 685 786 19 487 215 137 1136 35 563 1352 54
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 13 685 786 19 487 215 137 1136 35 563 1352 54
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 685 786 19 487 215 137 1136 35 563 1352 54
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 13 685 786 19 487 215 137 1136 35 563 1352 54

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.40 1.60 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.92 0.08
Final Sat.: 1425 1991 2284 1425 2850 1425 1425 4275 1425 2850 2740 110

Capacity Analysis Module:
Vol/Sat: 0.01 0.34 0.34 0.01 0.17 0.15 0.10 0.27 0.02 0.20 0.49 0.49
Crit Vol: 490 19 379 703
Crit Moves: **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

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

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

Volume Module:
Base Vol: 549 230 0 0 176 5 0 0 0 0 0 0 0
Growth Adj: 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00
Initial Bse: 1098 460 0 0 352 10 0 0 0 0 0 0 0
Added Vol: 157 64 0 0 301 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1255 524 0 0 653 10 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1255 524 0 0 653 10 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1255 524 0 0 653 10 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1255 524 0 0 653 10 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 2.95 0.05 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 4432 68 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.42 0.17 0.00 0.00 0.15 0.15 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 628 221 0 0 0 0
Crit Moves: ****

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 1.090
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

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

Volume Module:
Base Vol: 306 687 15 7 147 36 56 33 859 26 24 33
Growth Adj: 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00
Initial Bse: 612 1374 30 14 294 72 112 66 1718 52 48 66
Added Vol: 251 221 0 0 200 101 0 0 446 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 863 1595 30 14 494 173 112 66 2164 52 48 66
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 863 1595 30 14 494 173 112 66 2164 52 48 66
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 863 1595 30 14 494 173 112 66 2164 52 48 66
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 863 1595 30 14 494 173 112 66 2164 52 48 66

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.94 0.06 1.00 1.48 0.52 0.63 0.37 2.00 0.63 0.58 0.79
Final Sat.: 2750 4049 76 1375 2037 713 865 510 2750 861 795 1093

Capacity Analysis Module:
Vol/Sat: 0.31 0.39 0.39 0.01 0.24 0.24 0.13 0.13 0.79 0.06 0.06 0.06
Crit Vol: 0 334 1082 83
Crit Moves: ****

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

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

Volume Module:
Base Vol: 362 373 11 69 574 16 11 5 11 16 190 154
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25
Initial Bse: 453 466 14 86 718 20 14 6 14 20 238 193
Added Vol: 66 24 99 420 40 0 0 42 0 413 508 726
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 518 490 113 506 758 20 14 48 14 433 746 919
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 518 490 0 506 758 20 14 48 14 433 746 919
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 518 490 0 506 758 20 14 48 14 433 746 919
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 4.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 518 490 0 506 758 20 55 48 14 433 746 919

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.80 0.97 0.23 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 1136 1379 335 2850 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.18 0.17 0.00 0.18 0.27 0.01 0.01 0.03 0.04 0.15 0.26 0.64
Crit Vol: 259 379 14 919
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

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

Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 3 0 1 3 0 2 0 1

Volume Module:
Base Vol: 74 106 468 0 78 84 116 279 77 415 380 29
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 104 148 655 0 109 118 162 391 108 581 532 41
Added Vol: 0 13 736 1 15 27 19 102 176 270 133 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 104 161 1391 1 124 145 181 493 284 851 665 43
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 104 161 0 1 124 145 181 493 0 851 665 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 104 161 0 1 124 145 181 493 0 851 665 43
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Vol.: 104 161 0 1 124 145 181 493 0 851 665 43

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 3.00 1.00 3.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 4275 1425 4275 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.00 0.00 0.09 0.10 0.13 0.12 0.00 0.20 0.23 0.03
Crit Vol: 52 145 181 333
Crit Moves: **** **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

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

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

Volume Module:
Base Vol: 407 0 16 0 0 0 0 0 187 579 8 334 0
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25
Initial Bse: 509 0 20 0 0 0 0 0 234 724 10 418 0
Added Vol: 58 0 0 0 0 0 0 0 294 140 0 64 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 567 0 20 0 0 0 0 0 528 864 10 482 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 567 0 20 0 0 0 0 0 528 864 10 482 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 567 0 20 0 0 0 0 0 528 864 10 482 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 567 0 20 0 0 0 0 0 528 864 10 482 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 2850 1425 1425 2850 0

Capacity Analysis Module:
Vol/Sat: 0.20 0.00 0.01 0.00 0.00 0.00 0.00 0.19 0.61 0.01 0.17 0.00
Crit Vol: 283 0 264 241
Crit Moves: ****

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

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

Volume Module:
Base Vol: 308 26 222 8 11 31 40 440 122 59 374 6
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 431 36 311 11 15 43 56 616 171 83 524 8
Added Vol: 81 0 100 0 0 0 0 834 59 73 327 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 512 36 411 11 15 43 56 1450 230 156 851 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 512 36 411 11 15 43 56 1450 230 156 851 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 512 36 411 11 15 43 56 1450 230 156 851 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 512 36 411 11 15 43 224 1450 230 934 851 8

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 0.32 0.68 1.00 0.07 1.69 0.24 1.00 0.99 0.01
Final Sat.: 3000 3000 1500 480 1020 1500 107 2531 362 1500 1486 14

Capacity Analysis Module:
Vol/Sat: 0.17 0.01 0.27 0.02 0.02 0.03 0.52 0.57 0.63 0.10 0.57 0.60
Crit Vol: 411 11 952 156
Crit Moves: ****

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 0 0 2 0 24 31 639 0 0 745 3
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 0 0 0 3 0 34 43 895 0 0 1043 4
Added Vol: 0 0 0 0 0 0 0 893 0 0 409 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 3 0 34 43 1788 0 0 1452 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 3 0 34 43 1788 0 0 1452 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 3 0 34 43 1788 0 0 1452 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 3 0 34 260 1788 0 0 1452 4

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.15 0.85 1.00 0.56 2.44 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 231 1269 1500 839 3661 0 0 2991 9

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.49 0.00 0.00 0.49 0.49
Crit Vol: 34 43 728
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

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

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

Volume Module:
Base Vol: 347 467 0 0 323 239 448 0 359 0 0 0
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25
Initial Bse: 434 584 0 0 404 299 560 0 449 0 0 0
Added Vol: 0 122 0 0 435 19 66 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 434 706 0 0 839 318 626 0 449 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 434 706 0 0 839 318 626 0 449 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 434 706 0 0 839 318 626 0 449 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 434 706 0 0 839 318 626 0 449 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 1.75 0.00 1.25 0.00 0.00 0.00
Final Sat.: 2850 2850 0 0 2850 1425 2490 0 1785 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.15 0.25 0.00 0.00 0.29 0.22 0.25 0.00 0.25 0.00 0.00 0.00
Crit Vol: 217 419 358 0
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

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

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

Volume Module:
Base Vol: 1 6 87 5 3 48 115 507 0 26 236 28
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40
Initial Bse: 1 8 122 7 4 67 161 710 0 36 330 39
Added Vol: 0 0 0 0 0 0 0 739 0 0 370 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 122 7 4 67 161 1449 0 36 700 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 8 122 7 4 67 161 1449 0 36 700 39
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 122 7 4 67 161 1449 0 36 700 39
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 8 122 7 4 67 161 1449 0 218 700 39

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 1.00 2.00 0.00 0.12 1.80 0.08
Final Sat.: 32 1468 1500 268 1232 1500 1500 3000 0 184 2693 123

Capacity Analysis Module:
Vol/Sat: 0.04 0.01 0.08 0.03 0.00 0.04 0.11 0.48 0.00 0.20 0.26 0.32
Crit Vol: 122 7 724 36
Crit Moves: **** **

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.909
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 4 0 1 2 0 3 0 0

Volume Module:
Base Vol: 114 0 694 0 0 0 0 1521 76 28 1410 0
Growth Adj: 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12
Initial Bse: 242 0 1471 0 0 0 0 3225 161 59 2989 0
Added Vol: 0 0 0 0 0 0 0 562 0 0 536 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 242 0 1471 0 0 0 0 3787 161 59 3525 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 242 0 0 0 0 0 0 3787 161 59 3525 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 242 0 0 0 0 0 0 3787 161 59 3525 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 242 0 0 0 0 0 0 3787 161 59 3525 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 4.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.66 0.11 0.02 0.82 0.00
Crit Vol: 121 0 1175
Crit Moves: **** **

 Port of Los Angeles
 China Shipping EIR
 Year 2045 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Scenario Report

Scenario: 2045 AM Peak
 Command: 2045 AM Peak
 Volume: 2045 AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2045 AM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2045 AM Peak

 Port of Los Angeles
 China Shipping EIR
 Year 2045 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Trip Generation Report

Forecast for 2045 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	9.00	22.00	9	22	31	0.5
	Zone 1 Subtotal					9	22	31	0.5
2	YML Trucks	1.00	YML Trucks	53.00	101.00	53	101	154	2.4
	Zone 2 Subtotal					53	101	154	2.4
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.1
	Zone 3 Subtotal					61	73	134	2.1
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	6.3
	Zone 4 Subtotal					170	238	408	6.3
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	1.9
	Zone 5 Subtotal					61	61	122	1.9
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.6
	Zone 6 Subtotal					23	19	42	0.6
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.0
	Zone 7 Subtotal					73	58	131	2.0
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	7.1
	Zone 8 Subtotal					244	215	459	7.1
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.6
	Zone 9 Subtotal					20	20	40	0.6
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	1.9
	Zone 10 Subtotal					72	50	122	1.9
11	China Shippi	1.00	China Shipping	1599.00	304.00	1599	304	1903	29.
	Zone 11 Subtotal					1599	304	1903	29.4
12	China Shippi	1.00	China Shipping	-12.00	-3.00	-12	-3	-15	-0.2
	Zone 12 Subtotal					-12	-3	-15	-0.2
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	19.5
	Zone 13 Subtotal					524	740	1264	19.5
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	1.7
	Zone 14 Subtotal					65	43	108	1.7
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	1.7

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
Zone 15 Subtotal						54	54	108	1.7
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.3
Zone 17 Subtotal						14	6	20	0.3
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.3
Zone 18 Subtotal						14	6	20	0.3
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.3
Zone 19 Subtotal						14	6	20	0.3
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.3
Zone 20 Subtotal						13	5	18	0.3
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	0.8
Zone 21 Subtotal						26	27	53	0.8
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	2.3
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	1.6
Zone 22 Subtotal						126	126	252	3.9
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	0.8
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.0
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	13.0
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.6
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.2
Zone 23 Subtotal						540	540	1080	16.7
TOTAL						3763	2711	6474	100.0

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Trip Distribution Report
Percent Of Trips Distribution

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

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

 Port of Los Angeles
 China Shipping EIR
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Zone	To Gates	12
Zone	-----	
17	20.0	
18	20.0	
19	20.0	
20	20.0	
21	20.0	
22	0.0	
23	0.0	

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.335	B xxxxx	0.635	+ 0.300 V/C
# 23 Alameda St / Anaheim St	D xxxxx	0.844	E xxxxx	0.911	+ 0.066 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.367	A xxxxx	0.430	+ 0.063 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	B xxxxx	0.695	D xxxxx	0.834	+ 0.139 V/C
# 34 John S. Gibson / I-110 NB Ram	B xxxxx	0.695	C xxxxx	0.761	+ 0.066 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.387	A xxxxx	0.591	+ 0.204 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.426	A xxxxx	0.488	+ 0.062 V/C
# 72 Fries Ave / Harry Bridges Blvd	B xxxxx	0.657	F xxxxx	1.286	+ 0.629 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.282	A xxxxx	0.542	+ 0.261 V/C
#110 John S. Gibson / Channel Stree	B xxxxx	0.621	B xxxxx	0.636	+ 0.014 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.351	B xxxxx	0.604	+ 0.253 V/C
#212 Navy Way / Seaside	C xxxxx	0.725	D xxxxx	0.801	+ 0.076 V/C

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

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

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

Volume Module:
Base Vol: 56 55 11 15 43 66 129 452 45 17 634 70
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 62 61 12 17 47 73 142 497 50 19 698 77
Added Vol: 7 13 13 8 16 185 58 288 8 16 587 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 69 74 25 25 63 258 200 785 58 35 1285 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 69 74 25 25 63 258 200 785 58 35 1285 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 74 25 25 63 258 200 785 58 35 1285 85
PCE Adj: 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 137 74 25 25 63 258 220 785 58 139 1285 85

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.79 0.21 0.14 0.86 1.00 2.00 1.86 0.14 0.07 2.75 0.18
Final Sat.: 1425 1122 303 202 1223 1425 2850 2656 194 106 3911 259

Capacity Analysis Module:
Vol/Sat: 0.05 0.07 0.08 0.12 0.05 0.18 0.08 0.30 0.30 0.33 0.33 0.33
Crit Vol: 69 258 110 468
Crit Moves: ****

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

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 3 0 1 2 0 1 1 0

Volume Module:
Base Vol: 21 229 497 7 366 147 156 1449 23 600 1094 37
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 23 252 547 8 403 162 172 1594 25 660 1204 41
Added Vol: 7 176 39 0 196 0 0 31 5 50 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 428 586 8 599 162 172 1625 30 710 1241 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 428 586 8 599 162 172 1625 30 710 1241 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 428 586 8 599 162 172 1625 30 710 1241 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 30 428 644 8 599 162 172 1625 30 781 1241 41

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.20 1.80 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1706 2569 1425 2850 1425 1425 4275 1425 2850 2759 91

Capacity Analysis Module:
Vol/Sat: 0.02 0.25 0.25 0.01 0.21 0.11 0.12 0.38 0.02 0.27 0.45 0.45
Crit Vol: 357 8 542 391
Crit Moves: ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

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

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

Volume Module:
Base Vol: 755 347 0 0 248 8 0 0 0 0 0 0 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 831 382 0 0 273 9 0 0 0 0 0 0 0
Added Vol: 127 169 0 0 73 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 958 551 0 0 346 9 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 958 551 0 0 346 9 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 958 551 0 0 346 9 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1054 551 0 0 346 9 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 2.93 0.07 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 4388 112 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.35 0.18 0.00 0.00 0.08 0.08 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 527 118 0 0 0 0
Crit Moves: ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

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

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

Volume Module:
Base Vol: 459 957 39 42 177 72 126 86 1290 30 20 20
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 505 1053 43 46 195 79 139 95 1420 33 22 22
Added Vol: 177 296 0 0 39 34 0 0 280 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 682 1349 43 46 234 113 139 95 1700 33 22 22
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 682 1349 43 46 234 113 139 95 1700 33 22 22
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 682 1349 43 46 234 113 139 95 1700 33 22 22
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 750 1349 43 46 234 113 139 95 1869 33 22 22

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.91 0.09 1.00 1.35 0.65 0.59 0.41 2.00 0.86 0.57 0.57
Final Sat.: 2750 3998 127 1375 1853 897 817 558 2750 1179 786 786

Capacity Analysis Module:
Vol/Sat: 0.27 0.34 0.34 0.03 0.13 0.13 0.17 0.17 0.68 0.03 0.03 0.03
Crit Vol: 0 173 935 39
Crit Moves: ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

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

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

Volume Module:
Base Vol: 996 465 16 76 534 9 20 13 10 26 130 55
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 1096 512 18 84 588 10 22 14 11 29 143 61
Added Vol: 32 23 257 1063 20 0 0 104 0 72 134 155
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1128 535 275 1147 608 10 22 118 11 101 277 216
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1128 535 0 1147 608 10 22 118 11 101 277 216
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1128 535 0 1147 608 10 22 118 11 101 277 216
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 1241 535 0 1261 608 10 22 118 11 111 277 216

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.29 1.56 0.15 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 415 2228 207 2850 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.44 0.19 0.00 0.44 0.21 0.01 0.05 0.05 0.05 0.04 0.10 0.15
Crit Vol: 620 304 22 139
Crit Moves: ****

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

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

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

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

Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 3 0 1 3 0 2 0 1

Volume Module:
Base Vol: 67 97 475 0 95 90 132 554 143 512 375 29
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 74 107 523 0 105 99 145 610 157 563 413 32
Added Vol: 0 7 171 2 5 29 34 89 439 639 128 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 74 114 694 2 110 128 179 699 596 1202 541 34
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 74 114 0 2 110 128 179 699 0 1202 541 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 74 114 0 2 110 128 179 699 0 1202 541 34
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 81 114 0 2 110 128 179 699 0 1323 541 34

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 3.00 1.00 3.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 4275 1425 4275 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.03 0.04 0.00 0.00 0.08 0.09 0.13 0.16 0.00 0.31 0.19 0.02
Crit Vol: 41 128 233 441
Crit Moves: ****

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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

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

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

Volume Module:
Base Vol: 609 0 30 0 0 0 0 0 434 499 26 269 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 670 0 33 0 0 0 0 0 478 549 29 296 0
Added Vol: 111 0 0 0 0 0 0 0 55 34 0 169 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 781 0 33 0 0 0 0 0 533 583 29 465 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 781 0 33 0 0 0 0 0 533 583 29 465 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 781 0 33 0 0 0 0 0 533 583 29 465 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 859 0 33 0 0 0 0 0 533 583 29 465 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 2850 1425 1425 2850 0

Capacity Analysis Module:
Vol/Sat: 0.30 0.00 0.02 0.00 0.00 0.00 0.00 0.19 0.41 0.02 0.16 0.00
Crit Vol: 430 0 266 233
Crit Moves: ****

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

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.286
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

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

Volume Module:
Base Vol: 288 28 101 8 20 14 24 409 405 241 420 1
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 317 31 111 9 22 15 26 450 446 265 462 1
Added Vol: 107 0 131 0 0 0 0 222 77 94 675 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 424 31 242 9 22 15 26 672 523 359 1137 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 424 31 242 9 22 15 26 672 523 359 1137 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 424 31 242 9 22 15 26 672 523 359 1137 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00 6.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 466 31 242 9 22 15 158 672 523 2155 1137 1

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 0.38 0.95 0.67 0.05 1.18 0.77 1.00 0.99 0.01
Final Sat.: 3000 3000 1500 571 1429 1000 73 1769 1159 1500 1499 1

Capacity Analysis Module:
Vol/Sat: 0.16 0.01 0.16 0.02 0.02 0.02 0.36 0.38 0.45 0.24 0.76 1.10
Crit Vol: 233 23 26 1647
Crit Moves: ****

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

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

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

Volume Module:

Base Vol:	0	0	0	3	0	36	25	844	0	0	645	1
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	3	0	40	28	929	0	0	710	1
Added Vol:	0	0	0	0	0	0	0	298	0	0	782	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	40	28	1227	0	0	1492	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	40	28	1227	0	0	1492	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	40	28	1227	0	0	1492	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	6.00	1.00	1.00	6.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	3	0	40	165	1227	0	0	1492	1

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.15	0.85	1.00	0.51	2.49	0.00	0.00	1.99	0.01
Final Sat.:	0	3000	0	231	1269	1500	759	3741	0	0	2998	2

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.04	0.33	0.00	0.00	0.50	0.50
Crit Vol:	0			40	28			746				
Crit Moves:				****	****			****				

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

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

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

Volume Module:

Base Vol:	331	519	0	0	330	214	743	0	321	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	364	571	0	0	363	235	818	0	353	0	0	0
Added Vol:	0	280	0	0	89	3	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	851	0	0	452	238	850	0	353	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	851	0	0	452	238	850	0	353	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	851	0	0	452	238	850	0	353	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	401	851	0	0	452	238	935	0	389	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	2850	2850	0	0	2850	1425	2850	0	1425	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.30	0.00	0.00	0.16	0.17	0.33	0.00	0.27	0.00	0.00	0.00
Crit Vol:	200				238	467					0	
Crit Moves:	****				****	****						

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

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

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

Volume Module:
Base Vol: 1 10 25 22 7 104 60 316 4 66 482 14
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 1 11 28 24 8 114 66 348 4 73 530 15
Added Vol: 0 0 0 0 0 0 0 303 0 0 613 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 11 28 24 8 114 66 651 4 73 1143 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 11 28 24 8 114 66 651 4 73 1143 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 11 28 24 8 114 66 651 4 73 1143 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 11 28 24 8 114 66 651 4 291 1143 15

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.94 1.00 0.33 0.67 1.00 1.00 1.99 0.01 0.14 1.84 0.02
Final Sat.: 83 1417 1500 496 1004 1500 1500 2980 20 215 2753 32

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.05 0.01 0.08 0.04 0.22 0.22 0.34 0.42 0.48
Crit Vol: 1 114 66 725
Crit Moves: **** **** **** ****

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

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

Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 0 4 0 1 2 0 3 0 0

Volume Module:
Base Vol: 103 0 1113 0 0 0 0 3081 149 223 2646 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 113 0 1225 0 0 0 0 3390 164 245 2912 0
Added Vol: 0 0 0 0 0 0 0 336 0 0 324 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 113 0 1225 0 0 0 0 3726 164 245 3236 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 113 0 0 0 0 0 0 3726 164 245 3236 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 113 0 0 0 0 0 0 3726 164 245 3236 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 125 0 0 0 0 0 0 3726 164 270 3236 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 4.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.00 0.00 0.00 0.00 0.00 0.65 0.12 0.09 0.76 0.00
Crit Vol: 62 0 0 0 0 0 0 1079
Crit Moves: **** **** **** ****

 Port of Los Angeles
 China Shipping EIR
 Year 2045 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Scenario Report

Scenario: 2045 PM Peak
 Command: 2045 PM Peak
 Volume: 2045 PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: 2045 PM Peak
 Trip Distribution: Distribution
 Paths: Proposed
 Routes: Default Routes
 Configuration: 2045 PM Peak

 Port of Los Angeles
 China Shipping EIR
 Year 2045 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Trip Generation Report

Forecast for 2045 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	21.00	17.00	21	17	38	0.4
	Zone 1 Subtotal					21	17	38	0.4
2	YML Trucks	1.00	YML Trucks	41.00	51.00	41	51	92	1.1
	Zone 2 Subtotal					41	51	92	1.1
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.0
	Zone 3 Subtotal					67	110	177	2.0
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	3.6
	Zone 4 Subtotal					132	181	313	3.6
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	1.9
	Zone 5 Subtotal					81	81	162	1.9
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.5
	Zone 6 Subtotal					80	55	135	1.5
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.0
	Zone 7 Subtotal					138	124	262	3.0
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	3.5
	Zone 8 Subtotal					160	144	304	3.5
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.5
	Zone 9 Subtotal					24	24	48	0.5
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.3
	Zone 10 Subtotal					9	102	111	1.3
11	China Shippi	1.00	China Shipping	596.00	1861.00	596	1861	2457	28.1
	Zone 11 Subtotal					596	1861	2457	28.1
12	China Shippi	1.00	China Shipping	-10.00	-12.00	-10	-12	-22	-0.3
	Zone 12 Subtotal					-10	-12	-22	-0.3
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	31.8
	Zone 13 Subtotal					1456	1325	2781	31.8
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	3.9
	Zone 14 Subtotal					217	127	344	3.9
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.0

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total Trips
Zone 15 Subtotal						42	42	84	1.0
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.7
Zone 17 Subtotal						28	29	57	0.7
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.7
Zone 18 Subtotal						28	29	57	0.7
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.7
Zone 19 Subtotal						28	29	57	0.7
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.6
Zone 20 Subtotal						28	28	56	0.6
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	1.7
Zone 21 Subtotal						98	51	149	1.7
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	4.5
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.6
Zone 22 Subtotal						265	265	530	6.1
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.0
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.0
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.1
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.7
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.5
Zone 23 Subtotal						277	277	554	6.3
TOTAL						3806	4940	8746	100.0

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Trip Distribution Report
Percent Of Trips Distribution

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

 Port of Los Angeles
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Zone	To Gates	12
Zone	-----	
17	20.0	
18	20.0	
19	20.0	
20	20.0	
21	20.0	
22	0.0	
23	0.0	

 Port of Los Angeles
 China Shipping EIR
 Year 2045 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.389	C xxxxx	0.719	+ 0.330 V/C
# 23 Alameda St / Anaheim St	D xxxxx	0.867	E xxxxx	0.948	+ 0.081 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx	0.532	B xxxxx	0.656	+ 0.124 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx	0.969	F xxxxx	1.257	+ 0.288 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.593	E xxxxx	0.980	+ 0.387 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx	0.466	A xxxxx	0.545	+ 0.079 V/C
# 53 Pacific Ave / Front St	A xxxxx	0.378	A xxxxx	0.432	+ 0.055 V/C
# 72 Fries Ave / Harry Bridges Blvd	B xxxxx	0.627	F xxxxx	1.081	+ 0.454 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx	0.441	A xxxxx	0.577	+ 0.136 V/C
#110 John S. Gibson / Channel Stree	C xxxxx	0.701	C xxxxx	0.796	+ 0.095 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.401	B xxxxx	0.628	+ 0.227 V/C
#212 Navy Way / Seaside	D xxxxx	0.872	E xxxxx	0.998	+ 0.125 V/C

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

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

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

Volume Module:
Base Vol: 59 73 14 20 53 144 132 533 69 15 489 21
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 65 80 15 22 58 158 145 587 76 17 538 23
Added Vol: 16 32 32 23 50 97 236 690 25 50 303 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 81 112 47 45 108 255 381 1277 101 67 841 46
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 81 112 47 45 108 255 381 1277 101 67 841 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 81 112 47 45 108 255 381 1277 101 67 841 46
PCE Adj: 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 162 112 47 45 108 255 419 1277 101 399 841 46

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.71 0.29 0.22 0.78 1.00 2.00 1.85 0.15 0.21 2.65 0.14
Final Sat.: 1425 1005 420 314 1111 1425 2850 2641 209 298 3770 207

Capacity Analysis Module:
Vol/Sat: 0.06 0.11 0.11 0.14 0.10 0.18 0.15 0.48 0.48 0.22 0.22 0.22
Crit Vol: 81 255 689 318
Crit Moves: **** **** ****

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

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Control: Permitted Permitted Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 3 0 1 2 0 1 1 0

Volume Module:
Base Vol: 12 446 714 19 334 215 137 1104 25 501 1332 54
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 13 491 786 21 368 237 151 1215 28 551 1466 59
Added Vol: 1 239 72 0 153 0 0 32 10 62 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 730 858 21 521 237 151 1247 38 613 1486 59
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 730 858 21 521 237 151 1247 38 613 1486 59
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 730 858 21 521 237 151 1247 38 613 1486 59
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 14 730 943 21 521 237 151 1247 38 675 1486 59

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.31 1.69 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.92 0.08
Final Sat.: 1425 1865 2410 1425 2850 1425 1425 4275 1425 2850 2740 110

Capacity Analysis Module:
Vol/Sat: 0.01 0.39 0.39 0.01 0.18 0.17 0.11 0.29 0.03 0.24 0.54 0.54
Crit Vol: 558 21 416 773
Crit Moves: **** **** ****

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

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

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

Volume Module:
Base Vol: 1098 460 0 0 352 10 0 0 0 0 0 0 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 1208 506 0 0 387 11 0 0 0 0 0 0 0
Added Vol: 157 64 0 0 301 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1365 570 0 0 688 11 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1365 570 0 0 688 11 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1365 570 0 0 688 11 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1502 570 0 0 688 11 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 2.95 0.05 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 3000 3000 0 0 4429 71 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.50 0.19 0.00 0.00 0.16 0.16 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 751 233 0 0 0 0
Crit Moves: ****

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 7 (Non-Shipping - Retail, Office, L.Industrial)

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 1.257
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

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

Volume Module:
Base Vol: 612 1374 30 14 294 72 112 66 1718 52 48 66
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 673 1512 33 15 324 79 123 73 1890 57 53 73
Added Vol: 251 221 0 0 200 101 0 0 446 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 924 1733 33 15 524 180 123 73 2336 57 53 73
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 924 1733 33 15 524 180 123 73 2336 57 53 73
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 924 1733 33 15 524 180 123 73 2336 57 53 73
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 1017 1733 33 15 524 180 123 73 2570 57 53 73

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.94 0.06 1.00 1.49 0.51 0.63 0.37 2.00 0.63 0.58 0.79
Final Sat.: 2750 4048 77 1375 2046 704 865 510 2750 861 795 1093

Capacity Analysis Module:
Vol/Sat: 0.37 0.43 0.43 0.01 0.26 0.26 0.14 0.14 0.93 0.07 0.07 0.07
Crit Vol: 0 352 1285 91
Crit Moves: ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

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

Volume Module:
Base Vol: 453 466 14 86 718 20 14 6 14 20 238 193
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 498 513 15 95 790 22 15 7 15 22 262 212
Added Vol: 66 24 99 420 40 0 0 42 0 413 508 726
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 564 537 114 515 830 22 15 49 15 435 770 938
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 564 537 0 515 830 22 15 49 15 435 770 938
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 564 537 0 515 830 22 15 49 15 435 770 938
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 4.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 621 537 0 566 830 22 62 49 15 479 770 938

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.93 0.83 0.24 2.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 1323 1178 349 2850 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.22 0.19 0.00 0.20 0.29 0.02 0.01 0.04 0.04 0.17 0.27 0.66
Crit Vol: 310 415 15 938
Crit Moves: **** **** **** ****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

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

Control: Protected Permitted Protected Protected
Rights: Ignore Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 1 1 0 1 0 3 0 1 3 0 2 0 1

Volume Module:
Base Vol: 104 148 655 0 109 118 162 391 108 581 532 41
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 114 163 721 0 120 130 178 430 119 639 585 45
Added Vol: 0 13 736 1 15 27 19 102 176 270 133 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 114 176 1457 1 135 157 197 532 295 909 718 47
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 114 176 0 1 135 157 197 532 0 909 718 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 114 176 0 1 135 157 197 532 0 909 718 47
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.10 1.00 1.00
Final Vol.: 126 176 0 1 135 157 197 532 0 1000 718 47

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 1.00 1.00 1.00 3.00 1.00 3.00 2.00 1.00
Final Sat.: 2850 2850 1425 1425 1425 1425 1425 4275 1425 4275 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.04 0.06 0.00 0.00 0.09 0.11 0.14 0.12 0.00 0.23 0.25 0.03
Crit Vol: 63 157 197 359
Crit Moves: **** **** **** ****

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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

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

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

Volume Module:
Base Vol: 509 0 20 0 0 0 0 0 234 724 10 418 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 560 0 22 0 0 0 0 0 257 797 11 460 0
Added Vol: 58 0 0 0 0 0 0 0 294 140 0 64 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 618 0 22 0 0 0 0 0 551 937 11 524 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 618 0 22 0 0 0 0 0 551 937 11 524 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 618 0 22 0 0 0 0 0 551 937 11 524 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 680 0 22 0 0 0 0 0 551 937 11 524 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 2850 1425 1425 2850 0

Capacity Analysis Module:
Vol/Sat: 0.24 0.00 0.02 0.00 0.00 0.00 0.00 0.19 0.66 0.01 0.18 0.00
Crit Vol: 340 0 276 262
Crit Moves: ****

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

Intersection #72 Fries Ave / Harry Bridges Blvd

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

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

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

Volume Module:
Base Vol: 431 36 311 11 15 43 56 616 171 83 524 8
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 474 40 342 12 17 47 62 678 188 91 577 9
Added Vol: 81 0 100 0 0 0 0 834 59 73 327 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 555 40 442 12 17 47 62 1512 247 164 904 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 555 40 442 12 17 47 62 1512 247 164 904 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 555 40 442 12 17 47 62 1512 247 164 904 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 611 40 442 12 17 47 246 1512 247 986 904 9

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 0.32 0.68 1.00 0.07 1.68 0.25 1.00 0.99 0.01
Final Sat.: 3000 3000 1500 478 1022 1500 113 2517 370 1500 1486 14

Capacity Analysis Module:
Vol/Sat: 0.20 0.01 0.29 0.03 0.02 0.03 0.55 0.60 0.67 0.11 0.61 0.63
Crit Vol: 442 12 1003 164
Crit Moves: ****

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 0 0 3 0 34 43 895 0 0 1043 4
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 0 0 0 3 0 37 47 985 0 0 1148 4
Added Vol: 0 0 0 0 0 0 0 893 0 0 409 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 3 0 37 47 1878 0 0 1557 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 3 0 37 47 1878 0 0 1557 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 3 0 37 47 1878 0 0 1557 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 3 0 37 284 1878 0 0 1557 4

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.16 0.84 1.00 0.59 2.41 0.00 0.00 1.99 0.01
Final Sat.: 0 3000 0 243 1257 1500 880 3620 0 0 2992 8

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.05 0.52 0.00 0.00 0.52 0.52
Crit Vol: 0 37 47 781
Crit Moves: **** **

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

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

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

Volume Module:
Base Vol: 434 584 0 0 404 299 560 0 449 0 0 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 478 643 0 0 445 329 616 0 494 0 0 0
Added Vol: 0 122 0 0 435 19 66 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 478 765 0 0 880 348 682 0 494 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 478 765 0 0 880 348 682 0 494 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 478 765 0 0 880 348 682 0 494 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Vol.: 525 765 0 0 880 348 750 0 543 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 1.74 0.00 1.26 0.00 0.00 0.00
Final Sat.: 2850 2850 0 0 2850 1425 2479 0 1796 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.18 0.27 0.00 0.00 0.31 0.24 0.30 0.00 0.30 0.00 0.00 0.00
Crit Vol: 263 440 431 0
Crit Moves: **** **

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

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

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

Volume Module:
Base Vol: 1 8 122 7 4 67 161 710 0 36 330 39
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 1 9 134 8 4 74 177 781 0 40 363 43
Added Vol: 0 0 0 0 0 0 0 739 0 0 370 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 9 134 8 4 74 177 1520 0 40 733 43
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 9 134 8 4 74 177 1520 0 40 733 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 9 134 8 4 74 177 1520 0 40 733 43
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 6.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 9 134 8 4 74 177 1520 0 238 733 43

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 1.00 2.00 0.00 0.13 1.79 0.08
Final Sat.: 23 1477 1500 269 1231 1500 1500 3000 0 192 2681 127

Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.09 0.03 0.00 0.05 0.12 0.51 0.00 0.21 0.27 0.34
Crit Vol: 134 8 760 40
Crit Moves: **** **

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.998
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 4 0 1 2 0 3 0 0

Volume Module:
Base Vol: 242 0 1471 0 0 0 0 3225 161 59 2989 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 266 0 1619 0 0 0 0 3549 177 65 3289 0
Added Vol: 0 0 0 0 0 0 0 562 0 0 536 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 266 0 1619 0 0 0 0 4111 177 65 3825 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 266 0 0 0 0 0 0 4111 177 65 3825 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 266 0 0 0 0 0 0 4111 177 65 3825 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 293 0 0 0 0 0 0 4111 177 71 3825 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 4.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 5700 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.00 0.00 0.00 0.00 0.00 0.72 0.12 0.03 0.89 0.00
Crit Vol: 146 0 1275
Crit Moves: **** **