Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 5

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

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 5

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	1.4
	Zone 1 Subtotal					28	40	68	1.4
2	YML Trucks	1.00	YML Trucks	106.00	26.00	106	26	132	2.8
	Zone 2 Subtotal					106	26	132	2.8
3	Trapac Autos	1.00	Trapac Autos	68.00	79.00	68	79	147	3.1
	Zone 3 Subtotal					68	79	147	3.1
4	Trapac Truck	1.00	Trapac Trucks	213.00	99.00	213	99	312	6.5
	Zone 4 Subtotal					213	99	312	6.5
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.5
	Zone 5 Subtotal					61	61	122	2.5
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.7
	Zone 7 Subtotal					73	58	131	2.7
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.6
	Zone 8 Subtotal					244	215	459	9.6
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.5
	Zone 10 Subtotal					72	50	122	2.5
11	China Shippi	1.00	China Shipping	66.00	67.00	66	67	133	2.8
	Zone 11 Subtotal					66	67	133	2.8
12	China Shippi	1.00	China Shipping	110.00	27.00	110	27	137	2.9
	Zone 12 Subtotal					110	27	137	2.9
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	26.4
	Zone 13 Subtotal					524	740	1264	26.4
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.3
	Zone 14 Subtotal					65	43	108	2.3
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.3

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

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 5

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 15 Subtotal					54	54	108	2.3
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
	Zone 17 Subtotal					14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
	Zone 18 Subtotal					14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
	Zone 19 Subtotal					14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
	Zone 20 Subtotal					13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.1
	Zone 21 Subtotal					26	27	53	1.1
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.1
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.1
	Zone 22 Subtotal					126	126	252	5.3
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	17.6
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.6
	Zone 23 Subtotal					540	540	1080	22.6
TOTAL						2474	2314	4788	100.0

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 5

Trip Distribution Report

Percent Of Trips Distribution

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

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

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 5

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

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 5

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.344	A	xxxxx	0.482	+ 0.138 V/C
# 23 Alameda St / Anaheim St	A	xxxxx	0.573	B	xxxxx	0.639	+ 0.067 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.537	A	xxxxx	0.574	+ 0.038 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.546	C	xxxxx	0.718	+ 0.172 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.236	A	xxxxx	0.326	+ 0.090 V/C
#212 Navy Way / Seaside	A	xxxxx	0.541	A	xxxxx	0.595	+ 0.054 V/C

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 5

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): 0.482
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	0 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	35		38	138	8		16	245	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	55	60	23		21	53	91		148	526	46		30	789	68	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	55	60	23		21	53	91		148	526	46		30	789	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	55	60	23		21	53	91		148	526	46		30	789	68	
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.:	55	60	23		21	53	91		148	526	46		30	789	68	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.80	0.87	0.33		0.26	0.74	1.00		1.00	1.84	0.16		1.00	1.84	0.16	
Final Sat.:	1201	1306	493		384	1116	1500		1500	2757	243		1500	2762	238	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.05		0.06	0.05	0.06		0.10	0.19	0.19		0.02	0.29	0.29	
Crit Vol:	55						91		148					428		
Crit Moves:	****						****		****					****		

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 5

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): 0.639
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	1	1	0 2	0	1	1	0 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	89	23		0	192	0		0	31	5		44	37	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	24	269	414		6	479	116		122	1170	23		516	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	269	414		6	479	116		122	1170	23		516	896	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	24	269	414		6	479	116		122	1170	23		516	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	269	414		6	479	116		122	1170	23		516	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	1.18	1.82		1.00	2.00	1.00		1.00	3.00	1.00		2.00	1.94	0.06	
Final Sat.:	1425	1685	2590		1425	2850	1425		1425	4275	1425		2850	2761	89	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.16	0.16		0.00	0.17	0.08		0.09	0.27	0.02		0.18	0.32	0.32	
Crit Vol:	24					240				390			258			
Crit Moves:	****					****				****			****			

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 5

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): 0.574
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0	1	2	0 2	0	1	0	1 0	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	797	372	13		61	427	7		16	10	8		21	104	44	
Growth Adj:	1.13	1.13	1.13		1.13	1.13	1.13		1.13	1.13	1.13		1.13	1.13	1.13	
Initial Bse:	897	418	15		69	480	8		18	11	9		24	117	50	
Added Vol:	32	24	15		237	21	0		0	44	0		24	54	58	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	929	443	30		306	501	8		18	55	9		48	171	108	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	929	443	30		306	501	8		18	55	9		48	171	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	929	443	30		306	501	8		18	55	9		48	171	108	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	929	443	30		306	501	8		18	55	9		48	171	108	
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		0.44	1.34	0.22		1.00	2.00	1.00	
Final Sat.:	2850	2850	1425		2850	2850	1425		624	1914	312		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.33	0.16	0.02		0.11	0.18	0.01		0.03	0.03	0.03		0.03	0.06	0.08	
Crit Vol:	464					251			18					86		
Crit Moves:	****					****			****					****		

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 5

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): 0.718
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	0	1 0	1	0	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	206	20	72		6	14	10		17	292	289		172	300	1	
Growth Adj:	1.20	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	128	96		117	160	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	292	24	140		7	17	12		20	478	443		323	520	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	478	443		323	520	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	292	24	140		7	17	12		20	478	443		323	520	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	292	24	140		7	17	12		20	478	443		323	520	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.15	0.85		0.40	0.93	0.67		1.00	2.00	1.00		1.00	1.99	0.01	
Final Sat.:	1500	219	1281		600	1400	1000		1500	3000	1500		1500	2993	7	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.11	0.11		0.01	0.01	0.01		0.01	0.16	0.30		0.22	0.17	0.17	
Crit Vol:	292					18					443		323			
Crit Moves:	****					****					****		****			

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 5

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): 0.326
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	1	7	18		16	5	74		43	226	3		47	344	10	
Growth Adj:	1.20	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	153	0		0	271	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	8	22		19	6	89		52	424	4		56	684	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	424	4		56	684	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	8	22		19	6	89		52	424	4		56	684	12	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	8	22		19	6	89		52	424	4		56	684	12	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.08	0.92	1.00		0.34	0.66	1.00		1.00	1.98	0.02		1.00	1.97	0.03	
Final Sat.:	115	1385	1500		505	995	1500		1500	2975	25		1500	2948	52	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.04	0.01	0.06		0.03	0.14	0.14		0.04	0.23	0.23	
Crit Vol:	1						89		52					348		
Crit Moves:	****						****		****					****		

Port of Los Angeles
China Shipping EIR
Year 2015 AM Peak - Alternative 5

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0	1	0	0 0	0	0	0	0 4	0	1	1	0 3	0	0
Volume Module:																
Base Vol:	49	0	530		0	0	0		0	1467	71		106	1260	0	
Growth Adj:	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	308	0		0	282	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	76	0	822		0	0	0		0	2582	110		164	2235	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	2582	110		164	2235	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	76	0	0		0	0	0		0	2582	110		164	2235	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	2582	110		164	2235	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	4.00	1.00		1.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	5700	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.08		0.12	0.52	0.00	
Crit Vol:	38						0			645			164			
Crit Moves:	****									****			****			

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 5

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 5

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	1.3
	Zone 1 Subtotal					37	50	87	1.3
2	YML Trucks	1.00	YML Trucks	82.00	107.00	82	107	189	2.7
	Zone 2 Subtotal					82	107	189	2.7
3	Trapac Autos	1.00	Trapac Autos	73.00	122.00	73	122	195	2.8
	Zone 3 Subtotal					73	122	195	2.8
4	Trapac Truck	1.00	Trapac Trucks	166.00	223.00	166	223	389	5.6
	Zone 4 Subtotal					166	223	389	5.6
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.3
	Zone 5 Subtotal					81	81	162	2.3
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.8
	Zone 7 Subtotal					138	124	262	3.8
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.4
	Zone 8 Subtotal					160	144	304	4.4
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.6
	Zone 10 Subtotal					9	102	111	1.6
11	China Shippi	1.00	China Shipping	62.00	119.00	62	119	181	2.6
	Zone 11 Subtotal					62	119	181	2.6
12	China Shippi	1.00	China Shipping	86.00	110.00	86	110	196	2.8
	Zone 12 Subtotal					86	110	196	2.8
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	40
	Zone 13 Subtotal					1456	1325	2781	40.1
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

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 5

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 15 Subtotal					42	42	84	1.2
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
	Zone 17 Subtotal					28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
	Zone 18 Subtotal					28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
	Zone 19 Subtotal					28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
	Zone 20 Subtotal					28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.2
	Zone 21 Subtotal					98	51	149	2.2
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.7
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.0
	Zone 22 Subtotal					265	265	530	7.7
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.2
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	3.9
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
	Zone 23 Subtotal					277	277	554	8.0
TOTAL						3465	3463	6928	100.0

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 5

Trip Distribution Report

Percent Of Trips Distribution

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

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

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 5

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

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 5

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.337	A	xxxxx	0.506	+ 0.169 V/C
# 23 Alameda St / Anaheim St	B	xxxxx	0.606	B	xxxxx	0.681	+ 0.075 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.472	A	xxxxx	0.544	+ 0.072 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.494	C	xxxxx	0.705	+ 0.210 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.297	A	xxxxx	0.412	+ 0.115 V/C
#212 Navy Way / Seaside	A	xxxxx	0.577	C	xxxxx	0.703	+ 0.126 V/C

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 5

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): 0.506
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	0 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	47		68	295	25		50	223	23	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	66	94	44		40	96	171		181	752	84		63	642	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	66	94	44		40	96	171		181	752	84		63	642	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	66	94	44		40	96	171		181	752	84		63	642	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.:	66	94	44		40	96	171		181	752	84		63	642	41	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.65	0.92	0.43		0.26	0.74	1.00		1.00	1.80	0.20		1.00	1.88	0.12	
Final Sat.:	973	1383	645		390	1110	1500		1500	2699	301		1500	2820	180	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.07		0.10	0.09	0.11		0.12	0.28	0.28		0.04	0.23	0.23	
Crit Vol:	66						171		181					341		
Crit Moves:	****						****		****					****		

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 5

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): 0.681
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 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	227	64		0	184	0		0	32	10		64	20	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	11	578	625		15	447	169		107	900	29		457	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	578	625		15	447	169		107	900	29		457	1066	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	578	625		15	447	169		107	900	29		457	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	578	625		15	447	169		107	900	29		457	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	1.44	1.56		1.00	2.00	1.00		1.00	3.00	1.00		2.00	1.92	0.08	
Final Sat.:	1425	2053	2222		1425	2850	1425		1425	4275	1425		2850	2740	110	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.28	0.28		0.01	0.16	0.12		0.08	0.21	0.02		0.16	0.39	0.39	
Crit Vol:	401				15				300				554			
Crit Moves:	****				****								****			

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 5

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):	0.544
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			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	0 1	0	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	362	373	11	69	574	16	11	5	11	16	190	154
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	407	420	12	78	646	18	12	6	12	18	214	173
Added Vol:	66	24	16	201	42	0	0	36	0	37	152	134
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	444	28	279	688	18	12	42	12	55	366	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	444	28	279	688	18	12	42	12	55	366	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	444	28	279	688	18	12	42	12	55	366	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	473	444	28	279	688	18	25	42	12	55	366	307
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	0.46	1.23	0.31	1.00	2.00	1.00
Final Sat.:	2850	2850	1425	2850	2850	1425	653	1749	448	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.02	0.10	0.24	0.01	0.02	0.02	0.03	0.04	0.13	0.22
Crit Vol:	237				344		12				183	
Crit Moves:	****				****		****				****	

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 5

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):	0.705
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	308	26	222	8	11	31	40	440	122	59	374	6
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	370	31	266	10	13	37	48	528	146	71	449	7
Added Vol:	100	0	123	0	0	0	0	249	75	91	178	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	31	389	10	13	37	48	777	221	162	627	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	777	221	162	627	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	31	389	10	13	37	48	777	221	162	627	7
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	470	31	389	19	13	37	48	777	221	162	627	7
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	0.38	0.62	1.00	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1500	111	1389	571	929	1500	1500	3000	1500	1500	2966	34
Capacity Analysis Module:												
Vol/Sat:	0.31	0.28	0.28	0.02	0.01	0.02	0.03	0.26	0.15	0.11	0.21	0.21
Crit Vol:	470					37		389		162		
Crit Moves:	****					****		****		****		

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 5

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): 0.412
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	1	6	87		5	3	48		115	507	0		26	236	28	
Growth Adj:	1.20	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	345	0		0	290	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	7	104		6	4	58		138	953	0		31	573	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	953	0		31	573	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	7	104		6	4	58		138	953	0		31	573	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	7	104		6	4	58		138	953	0		31	573	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		1.00	1.89	0.11	
Final Sat.:	32	1468	1500		268	1232	1500		1500	3000	0		1500	2834	166	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.07		0.02	0.00	0.04		0.09	0.32	0.00		0.02	0.20	0.20	
Crit Vol:			104		6					477			31			
Crit Moves:			****		****					****			****			

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 5

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
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	0 4	0	1	1	0 3	0	0
Volume Module:																
Base Vol:	114	0	694		0	0	0		0	1521	76		28	1410	0	
Growth Adj:	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	511	0		0	537	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	178	0	1083		0	0	0		0	2884	119		44	2737	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	2884	119		44	2737	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	178	0	0		0	0	0		0	2884	119		44	2737	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	2884	119		44	2737	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	4.00	1.00		1.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	5700	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.00		0.00	0.00	0.00		0.00	0.51	0.08		0.03	0.64	0.00	
Crit Vol:	89						0			0				912		
Crit Moves:	****									****				****		

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 5

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 5

Trip Generation Report

Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	9.00	22.00	9	22	31	0.6
	Zone 1 Subtotal					9	22	31	0.6
2	YML Trucks	1.00	YML Trucks	23.00	84.00	23	84	107	2.2
	Zone 2 Subtotal					23	84	107	2.2
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.8
	Zone 3 Subtotal					61	73	134	2.8
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	8.5
	Zone 4 Subtotal					170	238	408	8.5
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.5
	Zone 5 Subtotal					61	61	122	2.5
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.7
	Zone 7 Subtotal					73	58	131	2.7
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.5
	Zone 8 Subtotal					244	215	459	9.5
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.5
	Zone 10 Subtotal					72	50	122	2.5
11	China Shippi	1.00	China Shipping	60.00	61.00	60	61	121	2.5
	Zone 11 Subtotal					60	61	121	2.5
12	China Shippi	1.00	China Shipping	91.00	64.00	91	64	155	3.2
	Zone 12 Subtotal					91	64	155	3.2
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	26.3
	Zone 13 Subtotal					524	740	1264	26.3
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.2
	Zone 14 Subtotal					65	43	108	2.2
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.2

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 5

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 15 Subtotal					54	54	108	2.2
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
	Zone 17 Subtotal					14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
	Zone 18 Subtotal					14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
	Zone 19 Subtotal					14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
	Zone 20 Subtotal					13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.1
	Zone 21 Subtotal					26	27	53	1.1
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.1
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.1
	Zone 22 Subtotal					126	126	252	5.2
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	17.5
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.6
	Zone 23 Subtotal					540	540	1080	22.4
TOTAL						2297	2518	4815	100.0

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 5

Trip Distribution Report

Percent Of Trips Distribution

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

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

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 5

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

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 5

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.402	A	xxxxx	0.512	+ 0.111 V/C
# 23 Alameda St / Anaheim St	C	xxxxx	0.729	C	xxxxx	0.795	+ 0.066 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.596	B	xxxxx	0.648	+ 0.052 V/C
# 72 Fries Ave / Harry Bridges Blvd	B	xxxxx	0.637	D	xxxxx	0.822	+ 0.185 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.275	A	xxxxx	0.344	+ 0.069 V/C
#212 Navy Way / Seaside	C	xxxxx	0.733	C	xxxxx	0.791	+ 0.058 V/C

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 5

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): 0.512
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 1	1	0	1	0 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	31		34	236	8		16	180	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	63	68	24		23	59	97		163	688	53		33	814	78	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	63	68	24		23	59	97		163	688	53		33	814	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	68	24		23	59	97		163	688	53		33	814	78	
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.:	63	68	24		23	59	97		163	688	53		33	814	78	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.81	0.88	0.31		0.26	0.74	1.00		1.00	1.86	0.14		1.00	1.83	0.17	
Final Sat.:	1221	1310	469		391	1109	1500		1500	2786	214		1500	2738	262	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.05		0.06	0.05	0.06		0.11	0.25	0.25		0.02	0.30	0.30	
Crit Vol:	63						97		163						446	
Crit Moves:	****						****		****						****	

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 5

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): 0.795
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				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	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	178	38		0	141	0		0	31	5		37	37	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	28	407	535		7	507	147		156	1480	28		637	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	407	535		7	507	147		156	1480	28		637	1131	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	407	535		7	507	147		156	1480	28		637	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	407	535		7	507	147		156	1480	28		637	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	1.30	1.70		1.00	2.00	1.00		1.00	3.00	1.00		2.00	1.94	0.06	
Final Sat.:	1425	1848	2427		1425	2850	1425		1425	4275	1425		2850	2760	90	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.22	0.22		0.00	0.18	0.10		0.11	0.35	0.02		0.22	0.41	0.41	
Crit Vol:			314		7					493			319			
Crit Moves:			****		****					****			****			

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 5

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): 0.648
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:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0 1		2	0 2	0 1		0	1 0	1 0		1	0 2	0 1	
Volume Module:																
Base Vol:	797	372	13		61	427	7		16	10	8		21	104	44	
Growth Adj:	1.25	1.25	1.25		1.25	1.25	1.25		1.25	1.25	1.25		1.25	1.25	1.25	
Initial Bse:	996	465	16		76	534	9		20	13	10		26	130	55	
Added Vol:	32	23	11		138	20	0		0	25	0		18	96	79	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1028	488	27		214	554	9		20	38	10		44	226	134	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1028	488	27		214	554	9		20	38	10		44	226	134	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1028	488	27		214	554	9		20	38	10		44	226	134	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1028	488	27		214	554	9		20	38	10		44	226	134	
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		0.59	1.11	0.30		1.00	2.00	1.00	
Final Sat.:	2850	2850	1425		2850	2850	1425		844	1583	422		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.17	0.02		0.08	0.19	0.01		0.02	0.02	0.02		0.03	0.08	0.09	
Crit Vol:	514					277			20					113		
Crit Moves:	****					****			****					****		

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 5

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

Intersection #72 Fries Ave / Harry Bridges Blvd

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1 0		0	1 0	1 0		1	0 2	0 1		1	0 1	1 0	
Volume Module:																
Base Vol:	206	20	72		6	14	10		17	292	289		172	300	1	
Growth Adj:	1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40	
Initial Bse:	288	28	101		8	20	14		24	409	405		241	420	1	
Added Vol:	107	0	131		0	0	0		0	145	77		94	114	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	395	28	232		8	20	14		24	554	482		335	534	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	554	482		335	534	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	395	28	232		8	20	14		24	554	482		335	534	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	395	28	232		8	20	14		24	554	482		335	534	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.11	0.89		0.40	0.93	0.67		1.00	2.00	1.00		1.00	1.99	0.01	
Final Sat.:	1500	162	1338		600	1400	1000		1500	3000	1500		1500	2992	8	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.17	0.17		0.01	0.01	0.01		0.02	0.18	0.32		0.22	0.18	0.18	
Crit Vol:	395					21					482		335			
Crit Moves:	****					****					****		****			

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 5

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): 0.344
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 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	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	1	7	18		16	5	74		43	226	3		47	344	10	
Growth Adj:	1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40	
Initial Bse:	1	10	25		22	7	104		60	316	4		66	482	14	
Added Vol:	0	0	0		0	0	0		0	251	0		0	206	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	10	25		22	7	104		60	567	4		66	688	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	567	4		66	688	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	10	25		22	7	104		60	567	4		66	688	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	10	25		22	7	104		60	567	4		66	688	14	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.08	0.92	1.00		0.34	0.66	1.00		1.00	1.99	0.01		1.00	1.96	0.04	
Final Sat.:	115	1385	1500		505	995	1500		1500	2978	22		1500	2940	60	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.02		0.04	0.01	0.07		0.04	0.19	0.19		0.04	0.23	0.23	
Crit Vol:	1						104		60					351		
Crit Moves:	****						****		****					****		

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

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 5

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0	1	0	0 0	0	0	0	0 4	0	1	1	0 3	0	0
Volume Module:																
Base Vol:	49	0	530		0	0	0		0	1467	71		106	1260	0	
Growth Adj:	2.10	2.10	2.10		2.10	2.10	2.10		2.10	2.10	2.10		2.10	2.10	2.10	
Initial Bse:	103	0	1113		0	0	0		0	3081	149		223	2646	0	
Added Vol:	0	0	0		0	0	0		0	333	0		0	260	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	103	0	1113		0	0	0		0	3414	149		223	2906	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	103	0	0		0	0	0		0	3414	149		223	2906	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	0	0		0	0	0		0	3414	149		223	2906	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	103	0	0		0	0	0		0	3414	149		223	2906	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	4.00	1.00		1.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	5700	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.00		0.00	0.00	0.00		0.00	0.60	0.10		0.16	0.68	0.00	
Crit Vol:	51						0			853			223			
Crit Moves:	****									****			****			

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

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 5

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 5

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	0.6
	Zone 1 Subtotal					21	17	38	0.6
2	YML Trucks	1.00	YML Trucks	18.00	25.00	18	25	43	0.7
	Zone 2 Subtotal					18	25	43	0.7
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.7
	Zone 3 Subtotal					67	110	177	2.7
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	4.8
	Zone 4 Subtotal					132	181	313	4.8
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.5
	Zone 5 Subtotal					81	81	162	2.5
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	4.0
	Zone 7 Subtotal					138	124	262	4.0
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.6
	Zone 8 Subtotal					160	144	304	4.6
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	1.7
	Zone 10 Subtotal					9	102	111	1.7
11	China Shippi	1.00	China Shipping	56.00	108.00	56	108	164	2.5
	Zone 11 Subtotal					56	108	164	2.5
12	China Shippi	1.00	China Shipping	71.00	91.00	71	91	162	2.5
	Zone 12 Subtotal					71	91	162	2.5
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	42
	Zone 13 Subtotal					1456	1325	2781	42.2
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.2
	Zone 14 Subtotal					217	127	344	5.2
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 5

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 15 Subtotal					42	42	84	1.3
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
	Zone 17 Subtotal					28	29	57	0.9
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9
	Zone 18 Subtotal					28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
	Zone 19 Subtotal					28	29	57	0.9
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.9
	Zone 20 Subtotal					28	28	56	0.9
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.3
	Zone 21 Subtotal					98	51	149	2.3
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	6.0
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.1
	Zone 22 Subtotal					265	265	530	8.0
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.1
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.0
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
	Zone 23 Subtotal					277	277	554	8.4
TOTAL						3324	3264	6588	100.0

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 5

Trip Distribution Report

Percent Of Trips Distribution

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

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

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 5

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

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 5

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.393	A	xxxxx	0.537	+ 0.144 V/C
# 23 Alameda St / Anaheim St	C	xxxxx	0.771	D	xxxxx	0.832	+ 0.061 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.525	A	xxxxx	0.579	+ 0.054 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.577	C	xxxxx	0.743	+ 0.167 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.347	A	xxxxx	0.438	+ 0.091 V/C
#212 Navy Way / Seaside	C	xxxxx	0.784	E	xxxxx	0.906	+ 0.122 V/C

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 5

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): 0.537
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	1	1	0	1	0	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	43	60	224	25	50	171	23				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	75	105	46	43	103	187	192	757	94	65	660	44				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	75	105	46	43	103	187	192	757	94	65	660	44				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	75	105	46	43	103	187	192	757	94	65	660	44				
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.:	75	105	46	43	103	187	192	757	94	65	660	44				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.66	0.93	0.41	0.26	0.74	1.00	1.00	1.78	0.22	1.00	1.87	0.13				
Final Sat.:	995	1394	612	384	1116	1500	1500	2670	330	1500	2812	188				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.08	0.11	0.09	0.12	0.13	0.28	0.28	0.04	0.23	0.23				
Crit Vol:	75					187	192					352				
Crit Moves:	****					****	****					****				

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 5

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): 0.832
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	1	0	2	0	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	174	56	0	143	0	0	32	10	59	20	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	13	620	770	19	477	215	137	1136	35	560	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	620	770	19	477	215	137	1136	35	560	1352	54				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	13	620	770	19	477	215	137	1136	35	560	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	620	770	19	477	215	137	1136	35	560	1352	54				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.34	1.66	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.92	0.08				
Final Sat.:	1425	1907	2368	1425	2850	1425	1425	4275	1425	2850	2740	110				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.33	0.33	0.01	0.17	0.15	0.10	0.27	0.02	0.20	0.49	0.49				
Crit Vol:	463			19				379			703					
Crit Moves:	****			****							****					

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 5

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): 0.579
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0 1		2	0 2	0 1		0	1 0	1 0		1	0 2	0 1	
Volume Module:																
Base Vol:	362	373	11		69	574	16		11	5	11		16	190	154	
Growth Adj:	1.25	1.25	1.25		1.25	1.25	1.25		1.25	1.25	1.25		1.25	1.25	1.25	
Initial Bse:	453	466	14		86	718	20		14	6	14		20	238	193	
Added Vol:	66	24	13		122	40	0		0	20	0		28	91	85	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	518	490	27		208	758	20		14	26	14		48	329	278	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	518	490	27		208	758	20		14	26	14		48	329	278	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	518	490	27		208	758	20		14	26	14		48	329	278	
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	490	27		208	758	20		14	26	14		48	329	278	
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		0.51	0.98	0.51		1.00	2.00	1.00	
Final Sat.:	2850	2850	1425		2850	2850	1425		729	1392	729		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.17	0.02		0.07	0.27	0.01		0.02	0.02	0.02		0.03	0.12	0.19	
Crit Vol:	259					379			14						278	
Crit Moves:	****					****			****						****	

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 5

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): 0.743
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1 0		0	1 0	1 0		1	0 2	0 1		1	0 1	1 0	
Volume Module:																
Base Vol:	308	26	222		8	11	31		40	440	122		59	374	6	
Growth Adj:	1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40	
Initial Bse:	431	36	311		11	15	43		56	616	171		83	524	8	
Added Vol:	81	0	100		0	0	0		0	192	59		73	141	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	512	36	411		11	15	43		56	808	230		156	665	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	808	230		156	665	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	512	36	411		11	15	43		56	808	230		156	665	8	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	512	36	411		22	15	43		56	808	230		156	665	8	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.08	0.92		0.38	0.62	1.00		1.00	2.00	1.00		1.00	1.98	0.02	
Final Sat.:	1500	122	1378		571	929	1500		1500	3000	1500		1500	2963	37	
Capacity Analysis Module:																
Vol/Sat:	0.34	0.30	0.30		0.02	0.02	0.03		0.04	0.27	0.15		0.10	0.22	0.22	
Crit Vol:	512						43			404			156			
Crit Moves:	****						****			****			****			

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 5

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): 0.438
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 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	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	1	6	87		5	3	48		115	507	0		26	236	28	
Growth Adj:	1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40		1.40	1.40	1.40	
Initial Bse:	1	8	122		7	4	67		161	710	0		36	330	39	
Added Vol:	0	0	0		0	0	0		0	273	0		0	238	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	8	122		7	4	67		161	983	0		36	568	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	983	0		36	568	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	8	122		7	4	67		161	983	0		36	568	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	8	122		7	4	67		161	983	0		36	568	39	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.02	0.98	1.00		0.18	0.82	1.00		1.00	2.00	0.00		1.00	1.87	0.13	
Final Sat.:	32	1468	1500		268	1232	1500		1500	3000	0		1500	2806	194	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.01	0.08		0.03	0.00	0.04		0.11	0.33	0.00		0.02	0.20	0.20	
Crit Vol:			122		7					491			36			
Crit Moves:			****		****					****			****			

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 5

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0	1	0	0 0	0	0	0	0 4	0	1	1	0 3	0	0
Volume Module:																
Base Vol:	114	0	694		0	0	0		0	1521	76		28	1410	0	
Growth Adj:	2.12	2.12	2.12		2.12	2.12	2.12		2.12	2.12	2.12		2.12	2.12	2.12	
Initial Bse:	242	0	1471		0	0	0		0	3225	161		59	2989	0	
Added Vol:	0	0	0		0	0	0		0	488	0		0	520	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	242	0	1471		0	0	0		0	3713	161		59	3509	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	3713	161		59	3509	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	242	0	0		0	0	0		0	3713	161		59	3509	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	3713	161		59	3509	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	4.00	1.00		1.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	5700	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.00		0.00	0.00	0.00		0.00	0.65	0.11		0.04	0.82	0.00	
Crit Vol:	121						0			0				1170		
Crit Moves:	****									****				****		

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 5

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 5

Trip Generation Report

Forecast for 2045 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	9.00	22.00	9	22	31	0.6
	Zone 1 Subtotal					9	22	31	0.6
2	YML Trucks	1.00	YML Trucks	23.00	84.00	23	84	107	2.2
	Zone 2 Subtotal					23	84	107	2.2
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.8
	Zone 3 Subtotal					61	73	134	2.8
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	8.5
	Zone 4 Subtotal					170	238	408	8.5
5	Related Proj	1.00	Gas Station wi	61.00	61.00	61	61	122	2.5
	Zone 5 Subtotal					61	61	122	2.5
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.9
	Zone 6 Subtotal					23	19	42	0.9
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.7
	Zone 7 Subtotal					73	58	131	2.7
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.5
	Zone 8 Subtotal					244	215	459	9.5
9	Related Proj	1.00	Gas Station wi	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.5
	Zone 10 Subtotal					72	50	122	2.5
11	China Shippi	1.00	China Shipping	60.00	61.00	60	61	121	2.5
	Zone 11 Subtotal					60	61	121	2.5
12	China Shippi	1.00	China Shipping	91.00	64.00	91	64	155	3.2
	Zone 12 Subtotal					91	64	155	3.2
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	26.3
	Zone 13 Subtotal					524	740	1264	26.3
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.2
	Zone 14 Subtotal					65	43	108	2.2
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.2

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 5

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 15 Subtotal					54	54	108	2.2
17	Wilmington W	1.00	Zone 2A	14.00	6.00	14	6	20	0.4
	Zone 17 Subtotal					14	6	20	0.4
18	Wilmington W	1.00	Zone 2B	14.00	6.00	14	6	20	0.4
	Zone 18 Subtotal					14	6	20	0.4
19	Wilmington W	1.00	Zone 2C	14.00	6.00	14	6	20	0.4
	Zone 19 Subtotal					14	6	20	0.4
20	Wilmington W	1.00	Zone 2D	13.00	5.00	13	5	18	0.4
	Zone 20 Subtotal					13	5	18	0.4
21	Wilmington W	1.00	Zone 3	26.00	27.00	26	27	53	1.1
	Zone 21 Subtotal					26	27	53	1.1
22	Related Proj	1.00	Target	75.00	75.00	75	75	150	3.1
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.1
	Zone 22 Subtotal					126	126	252	5.2
23	Related Proj	1.00	5000 SF Retail	26.00	26.00	26	26	52	1.1
23	Related Proj	1.00	220 Unit Apart	33.00	33.00	33	33	66	1.4
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	17.5
23	Related Proj	1.00	72 Condos + 7k	20.00	20.00	20	20	40	0.8
23	Related Proj	1.00	251 Condos + 4	39.00	39.00	39	39	78	1.6
	Zone 23 Subtotal					540	540	1080	22.4
TOTAL						2297	2518	4815	100.0

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 5

Trip Distribution Report

Percent Of Trips Distribution

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

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

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 5

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

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 5

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.442	A	xxxxx	0.553	+ 0.111 V/C
# 23 Alameda St / Anaheim St	D	xxxxx	0.844	E	xxxxx	0.906	+ 0.062 V/C
# 34 John S. Gibson / I-110 NB Ram	B	xxxxx	0.695	C	xxxxx	0.748	+ 0.053 V/C
# 72 Fries Ave / Harry Bridges Blvd	C	xxxxx	0.701	D	xxxxx	0.886	+ 0.185 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.303	A	xxxxx	0.372	+ 0.069 V/C
#212 Navy Way / Seaside	D	xxxxx	0.811	D	xxxxx	0.869	+ 0.058 V/C

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 5

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): 0.553
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				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	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	56	55	11		15	43	66		129	452	45		17	634	70	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	62	61	12		17	47	73		142	497	50		19	698	77	
Added Vol:	7	13	13		8	16	31		34	236	8		16	180	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	69	74	25		25	63	104		176	733	58		35	878	85	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	69	74	25		25	63	104		176	733	58		35	878	85	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	74	25		25	63	104		176	733	58		35	878	85	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	69	74	25		25	63	104		176	733	58		35	878	85	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.82	0.88	0.30		0.26	0.74	1.00		1.00	1.85	0.15		1.00	1.82	0.18	
Final Sat.:	1231	1319	450		384	1116	1500		1500	2782	218		1500	2735	265	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.06	0.06	0.07		0.12	0.26	0.26		0.02	0.32	0.32	
Crit Vol:	69						104		176						481	
Crit Moves:	****						****		****						****	

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 5

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): 0.906
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	178	38		0	141	0		0	31	5		37	37	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	30	430	585		8	544	162		172	1625	30		697	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	430	585		8	544	162		172	1625	30		697	1241	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	430	585		8	544	162		172	1625	30		697	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	430	643		8	544	162		172	1625	30		767	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	1713	2562		1425	2850	1425		1425	4275	1425		2850	2759	91	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.25	0.25		0.01	0.19	0.11		0.12	0.38	0.02		0.27	0.45	0.45	
Crit Vol:			358		8					542			383			
Crit Moves:			****		****					****			****			

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 5

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): 0.748
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	0 1	0	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	996	465	16	76	534	9	20	13	10	26	130	55
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	1096	512	18	84	588	10	22	14	11	29	143	61
Added Vol:	32	23	11	138	20	0	0	25	0	18	96	79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1128	535	29	222	608	10	22	39	11	47	239	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1128	535	29	222	608	10	22	39	11	47	239	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1128	535	29	222	608	10	22	39	11	47	239	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1241	535	29	244	608	10	22	39	11	47	239	140
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	0.61	1.09	0.30	1.00	2.00	1.00
Final Sat.:	2850	2850	1425	2850	2850	1425	867	1549	434	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.44	0.19	0.02	0.09	0.21	0.01	0.03	0.03	0.03	0.03	0.08	0.10
Crit Vol:	620				304		22				120	
Crit Moves:	****				****		****				****	

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 5

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

Intersection #72 Fries Ave / Harry Bridges Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	288	28	101	8	20	14	24	409	405	241	420	1
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	317	31	111	9	22	15	26	450	446	265	462	1
Added Vol:	107	0	131	0	0	0	0	145	77	94	114	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	424	31	242	9	22	15	26	595	523	359	576	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	424	31	242	9	22	15	26	595	523	359	576	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	31	242	9	22	15	26	595	523	359	576	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	424	31	242	9	22	15	26	595	523	359	576	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.11	0.89	0.38	0.95	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1500	169	1331	571	1429	1000	1500	3000	1500	1500	2994	6
Capacity Analysis Module:												
Vol/Sat:	0.28	0.18	0.18	0.02	0.02	0.02	0.02	0.20	0.35	0.24	0.19	0.19
Crit Vol:	424					23			523	359		
Crit Moves:	****					****			****	****		

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 5

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): 0.372
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	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	251	0	0	206	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	1	11	28	24	8	114	66	599	4	73	736	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	599	4	73	736	15				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1	11	28	24	8	114	66	599	4	73	736	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.:	1	11	28	24	8	114	66	599	4	73	736	15				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.06	0.94	1.00	0.33	0.67	1.00	1.00	1.99	0.01	1.00	1.96	0.04				
Final Sat.:	83	1417	1500	496	1004	1500	1500	2978	22	1500	2939	61				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.02	0.05	0.01	0.08	0.04	0.20	0.20	0.05	0.25	0.25				
Crit Vol:	1					114	66					376				
Crit Moves:	****					****	****					****				

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 5

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

Intersection #212 Navy Way / Seaside

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0	4	0	1	1	0	3	0	0
Volume Module:																
Base Vol:	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	333	0	0	260	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	113	0	1225	0	0	0	0	3723	164	245	3172	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	3723	164	245	3172	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	113	0	0	0	0	0	0	3723	164	245	3172	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	125	0	0	0	0	0	0	3723	164	245	3172	0				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	4.00	1.00	1.00	3.00	0.00				
Final Sat.:	2850	0	1425	0	0	0	0	5700	1425	1425	4275	0				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.12	0.17	0.74	0.00				
Crit Vol:	62					0			931		245					
Crit Moves:	****								****		****					

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 5

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 5

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	0.6
	Zone 1 Subtotal					21	17	38	0.6
2	YML Trucks	1.00	YML Trucks	18.00	25.00	18	25	43	0.7
	Zone 2 Subtotal					18	25	43	0.7
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.7
	Zone 3 Subtotal					67	110	177	2.7
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	4.8
	Zone 4 Subtotal					132	181	313	4.8
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.5
	Zone 5 Subtotal					81	81	162	2.5
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	4.0
	Zone 7 Subtotal					138	124	262	4.0
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.6
	Zone 8 Subtotal					160	144	304	4.6
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	1.7
	Zone 10 Subtotal					9	102	111	1.7
11	China Shippi	1.00	China Shipping	56.00	108.00	56	108	164	2.5
	Zone 11 Subtotal					56	108	164	2.5
12	China Shippi	1.00	China Shipping	71.00	91.00	71	91	162	2.5
	Zone 12 Subtotal					71	91	162	2.5
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	42
	Zone 13 Subtotal					1456	1325	2781	42.2
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.2
	Zone 14 Subtotal					217	127	344	5.2
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 5

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 15 Subtotal					42	42	84	1.3
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.9
	Zone 17 Subtotal					28	29	57	0.9
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.9
	Zone 18 Subtotal					28	29	57	0.9
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.9
	Zone 19 Subtotal					28	29	57	0.9
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.9
	Zone 20 Subtotal					28	28	56	0.9
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.3
	Zone 21 Subtotal					98	51	149	2.3
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	6.0
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.1
	Zone 22 Subtotal					265	265	530	8.0
23	Related Proj	1.00	5000 SF Retail	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	220 Unit Apart	43.00	43.00	43	43	86	1.3
23	Related Proj	1.00	Police + Offic	136.00	136.00	136	136	272	4.1
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	1.0
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.7
	Zone 23 Subtotal					277	277	554	8.4
TOTAL						3324	3264	6588	100.0

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 5

Trip Distribution Report

Percent Of Trips Distribution

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

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

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 5

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

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 5

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.433	A	xxxxx	0.577	+ 0.144
# 23 Alameda St / Anaheim St	D	xxxxx	0.867	E	xxxxx	0.929	+ 0.062
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.593	B	xxxxx	0.645	+ 0.052
# 72 Fries Ave / Harry Bridges Blvd	B	xxxxx	0.635	D	xxxxx	0.801	+ 0.167
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.381	A	xxxxx	0.472	+ 0.091
#212 Navy Way / Seaside	D	xxxxx	0.872	E	xxxxx	0.994	+ 0.122

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 5

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):	0.577
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	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	59	73	14		20	53	144		132	533	69		15	489	21	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	65	80	15		22	58	158		145	587	76		17	538	23	
Added Vol:	16	32	32		23	50	43		60	224	25		50	171	23	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	81	112	47		45	108	201		205	811	101		67	709	46	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	81	112	47		45	108	201		205	811	101		67	709	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	112	47		45	108	201		205	811	101		67	709	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	81	112	47		45	108	201		205	811	101		67	709	46	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.67	0.94	0.39		0.25	0.75	1.00		1.00	1.78	0.22		1.00	1.88	0.12	
Final Sat.:	1009	1400	591		381	1119	1500		1500	2668	332		1500	2817	183	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.08		0.12	0.10	0.13		0.14	0.30	0.30		0.04	0.25	0.25	
Crit Vol:	81						201		205					378		
Crit Moves:	****						****		****					****		

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 5

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):	0.929
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	174	56		0	143	0		0	32	10		59	20	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	665	842		21	511	237		151	1247	38		610	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	665	842		21	511	237		151	1247	38		610	1486	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	665	842		21	511	237		151	1247	38		610	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	665	926		21	511	237		151	1247	38		671	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	1.25	1.75		1.00	2.00	1.00		1.00	3.00	1.00		2.00	1.92	0.08	
Final Sat.:	1425	1787	2488		1425	2850	1425		1425	4275	1425		2850	2740	110	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.37	0.37		0.01	0.18	0.17		0.11	0.29	0.03		0.24	0.54	0.54	
Crit Vol:			530		21					416				773		
Crit Moves:			****		****									****		

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 5

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): 0.645
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	0 1	0	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	453	466	14	86	718	20	14	6	14	20	238	193
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	498	513	15	95	790	22	15	7	15	22	262	212
Added Vol:	66	24	13	122	40	0	0	20	0	28	91	85
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	537	28	217	830	22	15	27	15	50	353	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	564	537	28	217	830	22	15	27	15	50	353	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	537	28	217	830	22	15	27	15	50	353	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	621	537	28	238	830	22	31	27	15	50	353	297
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	0.73	0.85	0.42	1.00	2.00	1.00
Final Sat.:	2850	2850	1425	2850	2850	1425	1045	1202	603	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.02	0.08	0.29	0.02	0.01	0.02	0.03	0.04	0.12	0.21
Crit Vol:	310				415		15					297
Crit Moves:	****				****		****					****

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 5

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): 0.801
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	431	36	311	11	15	43	56	616	171	83	524	8
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	474	40	342	12	17	47	62	678	188	91	577	9
Added Vol:	81	0	100	0	0	0	0	192	59	73	141	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	555	40	442	12	17	47	62	870	247	164	718	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	870	247	164	718	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	555	40	442	12	17	47	62	870	247	164	718	9
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	555	40	442	24	17	47	62	870	247	164	718	9
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.08	0.92	0.38	0.62	1.00	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1500	123	1377	569	931	1500	1500	3000	1500	1500	2964	36
Capacity Analysis Module:												
Vol/Sat:	0.37	0.32	0.32	0.02	0.02	0.03	0.04	0.29	0.16	0.11	0.24	0.24
Crit Vol:	555					47		435		164		
Crit Moves:	****					****		****		****		

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 5

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):				0.472							
Loss Time (sec):	0 (Y+R=4.0 sec)				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	27				Level Of Service:				A							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	0	1	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	1	8	122		7	4	67		161	710	0		36	330	39	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	1	9	134		8	4	74		177	781	0		40	363	43	
Added Vol:	0	0	0		0	0	0		0	273	0		0	238	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	9	134		8	4	74		177	1054	0		40	601	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	1054	0		40	601	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	9	134		8	4	74		177	1054	0		40	601	43	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	9	134		8	4	74		177	1054	0		40	601	43	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.02	0.98	1.00		0.18	0.82	1.00		1.00	2.00	0.00		1.00	1.87	0.13	
Final Sat.:	23	1477	1500		269	1231	1500		1500	3000	0		1500	2800	200	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.01	0.09		0.03	0.00	0.05		0.12	0.35	0.00		0.03	0.21	0.21	
Crit Vol:			134			8				527				40		
Crit Moves:			****		****					****				****		

Port of Los Angeles
China Shipping EIR
Year 2045 PM Peak - Alternative 5

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

Intersection #212 Navy Way / Seaside

Cycle (sec):	100				Critical Vol./Cap.(X):				0.994							
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	0	0	0	0
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	4	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	242	0	1471		0	0	0		0	3225	161		59	2989	0	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	266	0	1619		0	0	0		0	3549	177		65	3289	0	
Added Vol:	0	0	0		0	0	0		0	488	0		0	520	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	266	0	1619		0	0	0		0	4037	177		65	3809	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	4037	177		65	3809	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	266	0	0		0	0	0		0	4037	177		65	3809	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	293	0	0		0	0	0		0	4037	177		65	3809	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	4.00	1.00		1.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	5700	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.00		0.00	0.00	0.00		0.00	0.71	0.12		0.05	0.89	0.00	
Crit Vol:	146						0			0				1270		
Crit Moves:	****								****					****		