

Port of Los Angeles  
China Shipping EIR  
Year 2015 AM Peak - Alternative 3

Scenario Report

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

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Trip Generation Report

Forecast for 2015 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	28.00	40.00	28	40	68	1.4
	Zone 1 Subtotal					28	40	68	1.4
2	YML Trucks	1.00	YML Trucks	123.00	30.00	123	30	153	3.1
	Zone 2 Subtotal					123	30	153	3.1
3	Trapac Autos	1.00	Trapac Autos	68.00	79.00	68	79	147	3.0
	Zone 3 Subtotal					68	79	147	3.0
4	Trapac Truck	1.00	Trapac Trucks	213.00	99.00	213	99	312	6.4
	Zone 4 Subtotal					213	99	312	6.4
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	9.4
	Zone 8 Subtotal					244	215	459	9.4
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	2.7
	Zone 11 Subtotal					66	67	133	2.7
12	China Shippi	1.00	China Shipping	178.00	43.00	178	43	221	4.5
	Zone 12 Subtotal					178	43	221	4.5
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	25.8
	Zone 13 Subtotal					524	740	1264	25.8
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

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
Zone 15 Subtotal						54	54	108	2.2
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	1.3
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	17.2
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	22.1
TOTAL						2559	2334	4893	100.0

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Trip Distribution Report

Percent Of Trips Distribution

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

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

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

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Impact Analysis Report  
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.344	A xxxxx	0.491	+ 0.147 V/C
# 23 Alameda St / Anaheim St	A xxxxx	0.573	B xxxxx	0.649	+ 0.076 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.537	A xxxxx	0.578	+ 0.041 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	0.335	+ 0.099 V/C
#212 Navy Way / Seaside	A xxxxx	0.541	A xxxxx	0.596	+ 0.055 V/C

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
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 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 38 145 8 16 273 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 55 60 23 21 53 91 148 533 46 30 817 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 91 148 533 46 30 817 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 60 23 21 53 91 148 533 46 30 817 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 91 148 533 46 30 817 68

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.80 0.87 0.33 0.26 0.74 1.00 1.00 1.84 0.16 1.00 1.85 0.15
Final Sat.: 1201 1306 493 384 1116 1500 1500 2760 240 1500 2769 231

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 91 148 442
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

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

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

Volume Module:
Base Vol: 12 131 284 4 209 84 89 828 13 343 625 21
Growth Adj: 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38
Initial Bse: 17 180 391 6 287 116 122 1139 18 472 859 29
Added Vol: 7 95 24 0 217 0 0 31 5 47 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 24 275 414 6 504 116 122 1170 23 519 896 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 24 275 414 6 504 116 122 1170 23 519 896 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 24 275 414 6 504 116 122 1170 23 519 896 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 24 275 414 6 504 116 122 1170 23 519 896 29

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.20 1.80 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1706 2569 1425 2850 1425 1425 4275 1425 2850 2761 89

Capacity Analysis Module:
Vol/Sat: 0.02 0.16 0.16 0.00 0.18 0.08 0.09 0.27 0.02 0.18 0.32 0.32
Crit Vol: 24 252 390 259
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
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 15 307 21 0 0 60 0 24 64 64
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 929 443 30 376 501 8 18 71 9 48 181 114
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 30 376 501 8 18 71 9 48 181 114
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 929 443 30 376 501 8 18 71 9 48 181 114
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 30 376 501 8 18 71 9 48 181 114

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.37 1.45 0.18 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 522 2067 261 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.33 0.16 0.02 0.13 0.18 0.01 0.03 0.03 0.03 0.03 0.06 0.08
Crit Vol: 464 251 18 90
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
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 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 0 134 96 117 187 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 292 24 140 7 17 12 20 484 443 323 547 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 20 484 443 323 547 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 24 140 7 17 12 20 484 443 323 547 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 20 484 443 323 547 1

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 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 0.18 0.18
Crit Vol: 292 18 443 323
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
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 1 0 0

Volume Module:
Base Vol: 1 7 18 16 5 74 43 226 3 47 344 10
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20
Initial Bse: 1 8 22 19 6 89 52 271 4 56 413 12
Added Vol: 0 0 0 0 0 0 0 159 0 0 298 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 22 19 6 89 52 430 4 56 711 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 52 430 4 56 711 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 22 19 6 89 52 430 4 56 711 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 52 430 4 56 711 12

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.92 1.00 0.34 0.66 1.00 1.00 1.98 0.02 1.00 1.97 0.03
Final Sat.: 115 1385 1500 505 995 1500 1500 2975 25 1500 2950 50

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 0.24 0.24
Crit Vol: 1 89 52 361
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
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 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 0 312 0 0 297 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 76 0 822 0 0 0 0 2586 110 164 2250 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 2586 110 164 2250 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 76 0 0 0 0 0 0 2586 110 164 2250 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 2586 110 164 2250 0

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

Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.00 0.00 0.00 0.00 0.00 0.45 0.08 0.12 0.53 0.00
Crit Vol: 38 0 646 164
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Scenario Report

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

Port of Los Angeles  
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Year 2015 PM Peak - Alternative 3

Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	37.00	50.00	37	50	87	1.2
	Zone 1 Subtotal					37	50	87	1.2
2	YML Trucks	1.00	YML Trucks	96.00	122.00	96	122	218	3.1
	Zone 2 Subtotal					96	122	218	3.1
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	5.5
	Zone 4 Subtotal					166	223	389	5.5
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.3
	Zone 5 Subtotal					81	81	162	2.3
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.7
	Zone 7 Subtotal					138	124	262	3.7
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.3
	Zone 8 Subtotal					160	144	304	4.3
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	139.00	177.00	139	177	316	4.5
	Zone 12 Subtotal					139	177	316	4.5
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	39.3
	Zone 13 Subtotal					1456	1325	2781	39.3
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.9
	Zone 14 Subtotal					217	127	344	4.9
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.2
17	Wilmington W	1.00	Zone 2A	28.00	29.00	28	29	57	0.8
Zone 17 Subtotal						28	29	57	0.8
18	Wilmington W	1.00	Zone 2B	28.00	29.00	28	29	57	0.8
Zone 18 Subtotal						28	29	57	0.8
19	Wilmington W	1.00	Zone 2C	28.00	29.00	28	29	57	0.8
Zone 19 Subtotal						28	29	57	0.8
20	Wilmington W	1.00	Zone 2D	28.00	28.00	28	28	56	0.8
Zone 20 Subtotal						28	28	56	0.8
21	Wilmington W	1.00	Zone 3	98.00	51.00	98	51	149	2.1
Zone 21 Subtotal						98	51	149	2.1
22	Related Proj	1.00	Target	197.00	197.00	197	197	394	5.6
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	1.9
Zone 22 Subtotal						265	265	530	7.5
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	3.8
23	Related Proj	1.00	72 Condos + 7k	32.00	32.00	32	32	64	0.9
23	Related Proj	1.00	251 Condos + 4	23.00	23.00	23	23	46	0.6
Zone 23 Subtotal						277	277	554	7.8
TOTAL						3532	3545	7077	100.0

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Trip Distribution Report

Percent Of Trips Distribution

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

To Gates  
12

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

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

Port of Los Angeles  
China Shipping EIR  
Year 2015 PM Peak - Alternative 3

Impact Analysis Report  
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.337	A xxxxx	0.513	+ 0.176 V/C
# 23 Alameda St / Anaheim St	B xxxxx	0.606	B xxxxx	0.687	+ 0.081 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.472	A xxxxx	0.559	+ 0.086 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.494	C xxxxx	0.713	+ 0.219 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.297	A xxxxx	0.421	+ 0.124 V/C
#212 Navy Way / Seaside	A xxxxx	0.577	C xxxxx	0.705	+ 0.128 V/C

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
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 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 68 322 25 50 244 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 66 94 44 40 96 171 181 779 84 63 663 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 96 171 181 779 84 63 663 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 66 94 44 40 96 171 181 779 84 63 663 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 96 171 181 779 84 63 663 41

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.65 0.92 0.43 0.26 0.74 1.00 1.00 1.81 0.19 1.00 1.88 0.12
Final Sat.: 973 1383 645 390 1110 1500 1500 2709 291 1500 2825 175

Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.07 0.10 0.09 0.11 0.12 0.29 0.29 0.04 0.23 0.23
Crit Vol: 66 171 181 352
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: B

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

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

Volume Module:
Base Vol: 7 255 408 11 191 123 78 631 14 286 761 31
Growth Adj: 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38
Initial Bse: 10 351 561 15 263 169 107 868 19 393 1046 43
Added Vol: 1 250 66 0 203 0 0 32 10 66 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 11 601 627 15 466 169 107 900 29 459 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: 11 601 627 15 466 169 107 900 29 459 1066 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 601 627 15 466 169 107 900 29 459 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.: 11 601 627 15 466 169 107 900 29 459 1066 43

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.47 1.53 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.92 0.08
Final Sat.: 1425 2092 2183 1425 2850 1425 1425 4275 1425 2850 2740 110

Capacity Analysis Module:
Vol/Sat: 0.01 0.29 0.29 0.01 0.16 0.12 0.08 0.21 0.02 0.16 0.39 0.39
Crit Vol: 409 15 300 554
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

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

Control: Protected Protected 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 16 256 42 0 0 48 0 37 193 160
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 473 444 28 334 688 18 12 54 12 55 407 333
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 28 334 688 18 12 54 12 55 407 333
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 473 444 28 334 688 18 12 54 12 55 407 333
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 28 334 688 18 25 54 12 55 407 333

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 0.38 1.35 0.27 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 534 1927 389 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.17 0.16 0.02 0.12 0.24 0.01 0.02 0.03 0.03 0.04 0.14 0.23
Crit Vol: 237 344 12 203
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 3

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): 0.713
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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 0 275 75 91 199 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 470 31 389 10 13 37 48 803 221 162 648 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 48 803 221 162 648 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 470 31 389 10 13 37 48 803 221 162 648 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 48 803 221 162 648 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 2967 33

Capacity Analysis Module:
Vol/Sat: 0.31 0.28 0.28 0.02 0.01 0.02 0.03 0.27 0.15 0.11 0.22 0.22
Crit Vol: 470 37 402 162
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 3

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): 0.421
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

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

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

Volume Module:
Base Vol: 1 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 0 371 0 0 311 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 7 104 6 4 58 138 979 0 31 594 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 58 138 979 0 31 594 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 7 104 6 4 58 138 979 0 31 594 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 58 138 979 0 31 594 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 2839 161

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.07 0.02 0.00 0.04 0.09 0.33 0.00 0.02 0.21 0.21
Crit Vol: 104 6 490 31
Crit Moves: \*\*\*\* \*\*

Port of Los Angeles
China Shipping EIR
Year 2015 PM Peak - Alternative 3

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
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 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 0 526 0 0 549 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 178 0 1083 0 0 0 0 2899 119 44 2749 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 2899 119 44 2749 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 178 0 0 0 0 0 0 2899 119 44 2749 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 2899 119 44 2749 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 0 916
Crit Moves: \*\*\*\* \*\*

Port of Los Angeles  
China Shipping EIR  
Year 2030 AM Peak - Alternative 3

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 3

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	36.00	92.00	36	92	128	2.6
	Zone 2 Subtotal					36	92	128	2.6
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.7
	Zone 3 Subtotal					61	73	134	2.7
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	8.3
	Zone 4 Subtotal					170	238	408	8.3
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	9.3
	Zone 8 Subtotal					244	215	459	9.3
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	151.00	102.00	151	102	253	5.1
	Zone 12 Subtotal					151	102	253	5.1
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	25.6
	Zone 13 Subtotal					524	740	1264	25.6
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

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
Zone 15 Subtotal						54	54	108	2.2
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	3.0
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.1
Zone 22 Subtotal						126	126	252	5.1
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	1.3
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	17.1
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	21.9
TOTAL						2370	2564	4934	100.0

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Trip Distribution Report

Percent Of Trips Distribution

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

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

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

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Impact Analysis Report  
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.402	A xxxxx	0.520	+ 0.118 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.729	C xxxxx	0.800	+ 0.071 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.596	B xxxxx	0.656	+ 0.060 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	0.352	+ 0.076 V/C
#212 Navy Way / Seaside	C xxxxx	0.733	C xxxxx	0.793	+ 0.060 V/C

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
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 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 34 251 8 16 203 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 63 68 24 23 59 97 163 703 53 33 837 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 97 163 703 53 33 837 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 63 68 24 23 59 97 163 703 53 33 837 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 97 163 703 53 33 837 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 2790 210 1500 2744 256

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 0.31 0.31
Crit Vol: 63 97 163 458
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 3

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): 0.800
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

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

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

Volume Module:
Base Vol: 12 131 284 4 209 84 89 828 13 343 625 21
Growth Adj: 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75
Initial Bse: 21 229 497 7 366 147 156 1449 23 600 1094 37
Added Vol: 7 192 40 0 162 0 0 31 5 39 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 421 537 7 528 147 156 1480 28 639 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: 28 421 537 7 528 147 156 1480 28 639 1131 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 421 537 7 528 147 156 1480 28 639 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.: 28 421 537 7 528 147 156 1480 28 639 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 1.32 1.68 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1879 2396 1425 2850 1425 1425 4275 1425 2850 2760 90

Capacity Analysis Module:
Vol/Sat: 0.02 0.22 0.22 0.00 0.19 0.10 0.11 0.35 0.02 0.22 0.41 0.41
Crit Vol: 319 7 493 320
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*



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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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 11 198 20 0 0 38 0 18 119 94
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1028 488 27 274 554 9 20 51 10 44 249 149
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 27 274 554 9 20 51 10 44 249 149
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1028 488 27 274 554 9 20 51 10 44 249 149
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 27 274 554 9 20 51 10 44 249 149

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.50 1.25 0.25 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 708 1788 354 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.36 0.17 0.02 0.10 0.19 0.01 0.03 0.03 0.03 0.03 0.09 0.10
Crit Vol: 514 277 20 125
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 3

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

Intersection #72 Fries Ave / Harry Bridges Blvd

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

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

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 1 0 1 0 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 0 160 77 94 137 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 395 28 232 8 20 14 24 569 482 335 557 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 24 569 482 335 557 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 395 28 232 8 20 14 24 569 482 335 557 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 24 569 482 335 557 1

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.11 0.89 0.40 0.93 0.67 1.00 2.00 1.00 1.00 1.99 0.01
Final Sat.: 1500 162 1338 600 1400 1000 1500 3000 1500 1500 2992 8

Capacity Analysis Module:
Vol/Sat: 0.26 0.17 0.17 0.01 0.01 0.01 0.02 0.19 0.32 0.22 0.19 0.19
Crit Vol: 395 21 482 335
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
China Shipping EIR
Year 2030 AM Peak - Alternative 3

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): 0.352
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

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 0 266 0 0 229 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 10 25 22 7 104 60 582 4 66 711 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 60 582 4 66 711 14
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 10 25 22 7 104 60 582 4 66 711 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 60 582 4 66 711 14

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
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 2979 21 1500 2942 58

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.04 0.01 0.07 0.04 0.20 0.20 0.04 0.24 0.24
Crit Vol: 1 104 60 362
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
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Year 2030 AM Peak - Alternative 3

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

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

Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 4 0 1 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 0 341 0 0 273 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 103 0 1113 0 0 0 0 3422 149 223 2919 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 3422 149 223 2919 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 103 0 0 0 0 0 0 3422 149 223 2919 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 3422 149 223 2919 0

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

Capacity Analysis Module:
Vol/Sat: 0.04 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 0 855 223
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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 Port of Los Angeles  
 China Shipping EIR  
 Year 2030 PM Peak - Alternative 3  
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Scenario Report

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

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 Port of Los Angeles  
 China Shipping EIR  
 Year 2030 PM Peak - Alternative 3  
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Trip Generation Report

Forecast for 2030 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	21.00	17.00	21	17	38	0.6
	Zone 1 Subtotal					21	17	38	0.6
2	YML Trucks	1.00	YML Trucks	28.00	36.00	28	36	64	1.0
	Zone 2 Subtotal					28	36	64	1.0
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.6
	Zone 3 Subtotal					67	110	177	2.6
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	4.7
	Zone 4 Subtotal					132	181	313	4.7
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.4
	Zone 5 Subtotal					81	81	162	2.4
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.0
	Zone 6 Subtotal					80	55	135	2.0
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.9
	Zone 7 Subtotal					138	124	262	3.9
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.5
	Zone 8 Subtotal					160	144	304	4.5
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.7
	Zone 10 Subtotal					9	102	111	1.7
11	China Shippi	1.00	China Shipping	56.00	108.00	56	108	164	2.4
	Zone 11 Subtotal					56	108	164	2.4
12	China Shippi	1.00	China Shipping	118.00	151.00	118	151	269	4.0
	Zone 12 Subtotal					118	151	269	4.0
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	41
	Zone 13 Subtotal					1456	1325	2781	41.4
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.1
	Zone 14 Subtotal					217	127	344	5.1
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.3
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	5.9
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.0
Zone 22 Subtotal						265	265	530	7.9
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	8.2
TOTAL						3381	3335	6716	100.0

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Trip Distribution Report

Percent Of Trips Distribution

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

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

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

Port of Los Angeles  
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Impact Analysis Report  
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.393	A xxxxx	0.543	+ 0.150 V/C
# 23 Alameda St / Anaheim St	C xxxxx	0.771	D xxxxx	0.838	+ 0.066 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.525	A xxxxx	0.585	+ 0.060 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx	0.577	C xxxxx	0.751	+ 0.174 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.347	A xxxxx	0.445	+ 0.099 V/C
#212 Navy Way / Seaside	C xxxxx	0.784	E xxxxx	0.908	+ 0.124 V/C

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
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 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 60 247 25 50 189 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 105 46 43 103 187 192 780 94 65 678 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 43 103 187 192 780 94 65 678 44
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 75 105 46 43 103 187 192 780 94 65 678 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 43 103 187 192 780 94 65 678 44

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.66 0.93 0.41 0.26 0.74 1.00 1.00 1.79 0.21 1.00 1.88 0.12
Final Sat.: 995 1394 612 384 1116 1500 1500 2679 321 1500 2817 183

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.11 0.09 0.12 0.13 0.29 0.29 0.04 0.24 0.24
Crit Vol: 75 187 192 361
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 3

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): 0.838
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

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

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

Volume Module:
Base Vol: 7 255 408 11 191 123 78 631 14 286 761 31
Growth Adj: 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75
Initial Bse: 12 446 714 19 334 215 137 1104 25 501 1332 54
Added Vol: 1 195 59 0 160 0 0 32 10 60 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 13 641 773 19 494 215 137 1136 35 561 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: 13 641 773 19 494 215 137 1136 35 561 1352 54
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 641 773 19 494 215 137 1136 35 561 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.: 13 641 773 19 494 215 137 1136 35 561 1352 54

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.36 1.64 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.92 0.08
Final Sat.: 1425 1938 2337 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: 471 19 379 703
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 3

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): 0.585
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

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

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

Volume Module:
Base Vol: 362 373 11 69 574 16 11 5 11 16 190 154
Growth Adj: 1.25 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 13 169 40 0 0 31 0 28 126 107
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 518 490 27 255 758 20 14 37 14 48 364 300
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 27 255 758 20 14 37 14 48 364 300
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 518 490 27 255 758 20 14 37 14 48 364 300
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 518 490 27 255 758 20 28 37 14 48 364 300

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.54 1.11 0.35 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 768 1582 499 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.18 0.17 0.02 0.09 0.27 0.01 0.02 0.02 0.03 0.03 0.13 0.21
Crit Vol: 259 379 14 182
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 3

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): 0.751
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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 0 215 59 73 159 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 512 36 411 11 15 43 56 831 230 156 683 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 56 831 230 156 683 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 512 36 411 11 15 43 56 831 230 156 683 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 56 831 230 156 683 8

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.08 0.92 0.38 0.62 1.00 1.00 2.00 1.00 1.00 1.98 0.02
Final Sat.: 1500 122 1378 571 929 1500 1500 3000 1500 1500 2964 36

Capacity Analysis Module:
Vol/Sat: 0.34 0.30 0.30 0.02 0.02 0.03 0.04 0.28 0.15 0.10 0.23 0.23
Crit Vol: 512 43 416 156
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
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

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 0 296 0 0 256 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 8 122 7 4 67 161 1006 0 36 586 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 1006 0 36 586 39
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 8 122 7 4 67 161 1006 0 36 586 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 1006 0 36 586 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 2812 188

Capacity Analysis Module:
Vol/Sat: 0.04 0.01 0.08 0.03 0.00 0.04 0.11 0.34 0.00 0.02 0.21 0.21
Crit Vol: 122 7 503 36
Crit Moves: \*\*\*\* \*\*

Port of Los Angeles
China Shipping EIR
Year 2030 PM Peak - Alternative 3

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
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 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 0 501 0 0 530 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 242 0 1471 0 0 0 0 3726 161 59 3519 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 3726 161 59 3519 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 242 0 0 0 0 0 0 3726 161 59 3519 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 3726 161 59 3519 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 1173
Crit Moves: \*\*\*\* \*\*



Port of Los Angeles  
China Shipping EIR  
Year 2045 AM Peak - Alternative 3

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 3

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	36.00	92.00	36	92	128	2.6
	Zone 2 Subtotal					36	92	128	2.6
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.7
	Zone 3 Subtotal					61	73	134	2.7
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	8.3
	Zone 4 Subtotal					170	238	408	8.3
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	9.3
	Zone 8 Subtotal					244	215	459	9.3
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	151.00	102.00	151	102	253	5.1
	Zone 12 Subtotal					151	102	253	5.1
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	25.6
	Zone 13 Subtotal					524	740	1264	25.6
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  
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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
Zone 15 Subtotal						54	54	108	2.2
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	3.0
22	Related Proj	1.00	135 Single Fam	51.00	51.00	51	51	102	2.1
Zone 22 Subtotal						126	126	252	5.1
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	1.3
23	Related Proj	1.00	Police + Offic	422.00	422.00	422	422	844	17.1
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	21.9
TOTAL						2370	2564	4934	100.0

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Trip Distribution Report

Percent Of Trips Distribution

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

To Gates  
12

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

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

Port of Los Angeles  
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Impact Analysis Report  
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.442	A xxxxx	0.561	+ 0.118 V/C
# 23 Alameda St / Anaheim St	D xxxxx	0.844	E xxxxx	0.910	+ 0.066 V/C
# 34 John S. Gibson / I-110 NB Ram	B xxxxx	0.695	C xxxxx	0.756	+ 0.061 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	0.379	+ 0.076 V/C
#212 Navy Way / Seaside	D xxxxx	0.811	D xxxxx	0.871	+ 0.060 V/C

Port of Los Angeles
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Year 2045 AM Peak - Alternative 3

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): 0.561
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

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

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 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 34 251 8 16 203 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 69 74 25 25 63 104 176 748 58 35 901 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 63 104 176 748 58 35 901 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 74 25 25 63 104 176 748 58 35 901 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 63 104 176 748 58 35 901 85

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.82 0.88 0.30 0.26 0.74 1.00 1.00 1.86 0.14 1.00 1.83 0.17
Final Sat.: 1231 1319 450 384 1116 1500 1500 2786 214 1500 2741 259

Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.06 0.06 0.06 0.07 0.12 0.27 0.27 0.02 0.33 0.33
Crit Vol: 69 104 176 493
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 3

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): 0.910
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: 7 192 40 0 162 0 0 31 5 39 37 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 444 587 8 565 162 172 1625 30 699 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: 30 444 587 8 565 162 172 1625 30 699 1241 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 444 587 8 565 162 172 1625 30 699 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.: 30 444 646 8 565 162 172 1625 30 769 1241 41

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.22 1.78 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.94 0.06
Final Sat.: 1425 1742 2533 1425 2850 1425 1425 4275 1425 2850 2759 91

Capacity Analysis Module:
Vol/Sat: 0.02 0.25 0.25 0.01 0.20 0.11 0.12 0.38 0.02 0.27 0.45 0.45
Crit Vol: 363 8 542 385
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 3

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): 0.756
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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 11 198 20 0 0 38 0 18 119 94
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1128 535 29 282 608 10 22 52 11 47 262 155
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 29 282 608 10 22 52 11 47 262 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1128 535 29 282 608 10 22 52 11 47 262 155
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 29 310 608 10 22 52 11 47 262 155

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 1.23 0.26 1.00 2.00 1.00
Final Sat.: 2850 2850 1425 2850 2850 1425 735 1747 368 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.44 0.19 0.02 0.11 0.21 0.01 0.03 0.03 0.03 0.03 0.09 0.11
Crit Vol: 620 304 22 131
Crit Moves: \*\*\*\*

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 3

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

Intersection #72 Fries Ave / Harry Bridges Blvd

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

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

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 1 0 1 0 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 0 160 77 94 137 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 424 31 242 9 22 15 26 610 523 359 599 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 26 610 523 359 599 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 424 31 242 9 22 15 26 610 523 359 599 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 26 610 523 359 599 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 2995 5

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 0.20 0.20
Crit Vol: 424 23 523 359
Crit Moves: \*\*\*\*

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.379
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 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 0 266 0 0 229 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 11 28 24 8 114 66 614 4 73 759 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 66 614 4 73 759 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 11 28 24 8 114 66 614 4 73 759 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 66 614 4 73 759 15

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.94 1.00 0.33 0.67 1.00 1.00 1.99 0.01 1.00 1.96 0.04
Final Sat.: 83 1417 1500 496 1004 1500 1500 2979 21 1500 2940 60

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.05 0.01 0.08 0.04 0.21 0.21 0.05 0.26 0.26
Crit Vol: 1 114 66 387
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
China Shipping EIR
Year 2045 AM Peak - Alternative 3

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

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

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

Volume Module:
Base Vol: 103 0 1113 0 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 0 3390 164 245 2912 0
Added Vol: 0 0 0 0 0 0 0 0 341 0 0 273 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 113 0 1225 0 0 0 0 0 3731 164 245 3185 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 0 3731 164 245 3185 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 113 0 0 0 0 0 0 0 3731 164 245 3185 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 0 3731 164 245 3185 0

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

Capacity Analysis Module:
Vol/Sat: 0.04 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 0 933 245
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles  
China Shipping EIR  
Year 2045 PM Peak - Alternative 3

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 3

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	28.00	36.00	28	36	64	1.0
	Zone 2 Subtotal					28	36	64	1.0
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.6
	Zone 3 Subtotal					67	110	177	2.6
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	4.7
	Zone 4 Subtotal					132	181	313	4.7
5	Related Proj	1.00	Gas Station wi	81.00	81.00	81	81	162	2.4
	Zone 5 Subtotal					81	81	162	2.4
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	2.0
	Zone 6 Subtotal					80	55	135	2.0
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.9
	Zone 7 Subtotal					138	124	262	3.9
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.5
	Zone 8 Subtotal					160	144	304	4.5
9	Related Proj	1.00	Gas Station wi	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.7
	Zone 10 Subtotal					9	102	111	1.7
11	China Shippi	1.00	China Shipping	56.00	108.00	56	108	164	2.4
	Zone 11 Subtotal					56	108	164	2.4
12	China Shippi	1.00	China Shipping	118.00	151.00	118	151	269	4.0
	Zone 12 Subtotal					118	151	269	4.0
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	41.4
	Zone 13 Subtotal					1456	1325	2781	41.4
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	5.1
	Zone 14 Subtotal					217	127	344	5.1
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.3

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Trips
Zone 15 Subtotal						42	42	84	1.3
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	5.9
22	Related Proj	1.00	135 Single Fam	68.00	68.00	68	68	136	2.0
Zone 22 Subtotal						265	265	530	7.9
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	8.2
TOTAL						3381	3335	6716	100.0

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Trip Distribution Report

Percent Of Trips Distribution

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

To Gates  
12

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

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

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 Port of Los Angeles  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx	0.433	A xxxxx	0.583	+ 0.150 V/C
# 23 Alameda St / Anaheim St	D xxxxx	0.867	E xxxxx	0.935	+ 0.068 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx	0.593	B xxxxx	0.656	+ 0.063 V/C
# 72 Fries Ave / Harry Bridges Blvd	B xxxxx	0.635	D xxxxx	0.809	+ 0.174 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx	0.381	A xxxxx	0.480	+ 0.099 V/C
#212 Navy Way / Seaside	D xxxxx	0.872	E xxxxx	0.996	+ 0.124 V/C

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

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

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 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 60 247 25 50 189 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 81 112 47 45 108 201 205 834 101 67 727 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 45 108 201 205 834 101 67 727 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 81 112 47 45 108 201 205 834 101 67 727 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 45 108 201 205 834 101 67 727 46

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
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 2676 324 1500 2821 179

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.12 0.10 0.13 0.14 0.31 0.31 0.04 0.26 0.26
Crit Vol: 81 201 205 387
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

Intersection #23 Alameda St / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935
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: 1 195 59 0 160 0 0 32 10 60 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 686 845 21 528 237 151 1247 38 611 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: 14 686 845 21 528 237 151 1247 38 611 1486 59
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 686 845 21 528 237 151 1247 38 611 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.: 14 686 929 21 528 237 151 1247 38 672 1486 59

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.27 1.73 1.00 2.00 1.00 1.00 3.00 1.00 2.00 1.92 0.08
Final Sat.: 1425 1815 2460 1425 2850 1425 1425 4275 1425 2850 2740 110

Capacity Analysis Module:
Vol/Sat: 0.01 0.38 0.38 0.01 0.19 0.17 0.11 0.29 0.03 0.24 0.54 0.54
Crit Vol: 538 21 416 773
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 54 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 13 169 40 0 0 31 0 28 126 107  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 564 537 28 264 830 22 15 38 15 50 388 319  
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 28 264 830 22 15 38 15 50 388 319  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 564 537 28 264 830 22 15 38 15 50 388 319  
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 28 290 830 22 31 38 15 50 388 319

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 0.58 1.05 0.37 1.00 2.00 1.00  
Final Sat.: 2850 2850 1425 2850 2850 1425 828 1498 524 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.22 0.19 0.02 0.10 0.29 0.02 0.02 0.03 0.03 0.04 0.14 0.22  
Crit Vol: 310 415 15 194  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 75 Level Of Service: D

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

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

Volume Module:  
Base Vol: 431 36 311 11 15 43 56 616 171 83 524 8  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 474 40 342 12 17 47 62 678 188 91 577 9  
Added Vol: 81 0 100 0 0 0 0 215 59 73 159 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 555 40 442 12 17 47 62 893 247 164 736 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 62 893 247 164 736 9  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 555 40 442 12 17 47 62 893 247 164 736 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 62 893 247 164 736 9

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.08 0.92 0.38 0.62 1.00 1.00 2.00 1.00 1.00 1.98 0.02  
Final Sat.: 1500 123 1377 569 931 1500 1500 3000 1500 1500 2965 35

Capacity Analysis Module:  
Vol/Sat: 0.37 0.32 0.32 0.02 0.02 0.03 0.04 0.30 0.16 0.11 0.25 0.25  
Crit Vol: 555 47 446 164  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
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

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 0 296 0 0 256 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 9 134 8 4 74 177 1077 0 40 619 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 1077 0 40 619 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 9 134 8 4 74 177 1077 0 40 619 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 1077 0 40 619 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 2806 194

Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.09 0.03 0.00 0.05 0.12 0.36 0.00 0.03 0.22 0.22
Crit Vol: 134 8 539 40
Crit Moves: \*\*\*\* \*\*

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

Intersection #212 Navy Way / Seaside

Cycle (sec): 100 Critical Vol./Cap.(X): 0.996
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 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 0 501 0 0 530 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 266 0 1619 0 0 0 0 4050 177 65 3819 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 4050 177 65 3819 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 266 0 0 0 0 0 0 4050 177 65 3819 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 4050 177 65 3819 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 1273
Crit Moves: \*\*\*\* \*\*