

# Appendix F3 Proposed Project



Port of Los Angeles  
China Shipping EIR  
Year 2005 AM Peak - Proposed Project  
Scenario Report

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

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Trip Generation Report

Forecast for 2005 AM Peak

Zone #	Subzone	Amount	Units	Rate		Trips		Trips Total	% Of Trips Total
				In	Out	In	Out		
1	YML Autos	1.00	YML Autos	23.00	36.00	23	36	59	1.8
	Zone 1 Subtotal					23	36	59	1.8
2	YML Trucks	1.00	YML Trucks	129.00	30.00	129	30	159	4.9
	Zone 2 Subtotal					129	30	159	4.9
3	Trapac Autos	1.00	Trapac Autos	25.00	37.00	25	37	62	1.9
	Zone 3 Subtotal					25	37	62	1.9
4	Trapac Truck	1.00	Trapac Trucks	171.00	86.00	171	86	257	7.9
	Zone 4 Subtotal					171	86	257	7.9
5	Related Proj	1.00	Gas Station w/	61.00	61.00	61	61	122	3.8
	Zone 5 Subtotal					61	61	122	3.8
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	1.3
	Zone 6 Subtotal					23	19	42	1.3
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	4.0
	Zone 7 Subtotal					73	58	131	4.0
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	14.2
	Zone 8 Subtotal					244	215	459	14.2
9	Related Proj	1.00	Gas Station w/	20.00	20.00	20	20	40	1.2
	Zone 9 Subtotal					20	20	40	1.2
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	3.8
	Zone 10 Subtotal					72	50	122	3.8
11	China Shippi	1.00	China Shipping	21.00	22.00	21	22	43	1.3
	Zone 11 Subtotal					21	22	43	1.3
12	China Shippi	1.00	China Shipping	103.00	25.00	103	25	128	4.0
	Zone 12 Subtotal					103	25	128	4.0
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	39.1
	Zone 13 Subtotal					524	740	1264	39.1
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	3.3
	Zone 14 Subtotal					65	43	108	3.3
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	3.3

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Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
Zone 15 Subtotal						54	54	108 3.3
17	Wilmington W 1.00 Zone 2A			14.00	6.00	14	6	20 0.6
Zone 17 Subtotal						14	6	20 0.6
18	Wilmington W 1.00 Zone 2B			14.00	6.00	14	6	20 0.6
Zone 18 Subtotal						14	6	20 0.6
19	Wilmington W 1.00 Zone 2C			14.00	6.00	14	6	20 0.6
Zone 19 Subtotal						14	6	20 0.6
20	Wilmington W 1.00 Zone 2D			13.00	5.00	13	5	18 0.6
Zone 20 Subtotal						13	5	18 0.6
21	Wilmington W 1.00 Zone 3			26.00	27.00	26	27	53 1.6
Zone 21 Subtotal						26	27	53 1.6
TOTAL						1689	1546	3235 100.0

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Zone	Percent Of Trips Distribution											
	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	0.0	
17	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	10.0	
18	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	
19	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	
20	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	
21	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	
23	0.0	0.0	0.0	10.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	

To Gates

12

Zone -----

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

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To Gates

12

Zone -----

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

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Impact Analysis Report  
 Level Of Service

Intersection	Base Del/V/ LOS Veh C	Future Del/V/ LOS Veh C	Change in
# 17 Figueroa St / Harry Bridges Bl	A xxxxx 0.387	A xxxxx 0.502	+ 0.115 V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx 0.315	A xxxxx 0.426	+ 0.111 V/C
# 23 Alameda St / Anaheim St	A xxxxx 0.578	B xxxxx 0.643	+ 0.065 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxx 0.461	A xxxxx 0.479	+ 0.018 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A 9.2 0.000	A 9.8 0.000	+ 0.651 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx 0.761	D xxxxx 0.885	+ 0.124 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx 0.524	A xxxxx 0.563	+ 0.039 V/C
# 37 Figueroa St / C-St / I-110 Ram	C 19.7 0.736	D 32.7 0.904	+ 0.168 V/C
# 53 Pacific Ave / Front St	A xxxxx 0.483	A xxxxx 0.515	+ 0.032 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx 0.276	A xxxxx 0.374	+ 0.099 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx 0.198	A xxxxx 0.274	+ 0.076 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx 0.312	A xxxxx 0.316	+ 0.004 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx 0.354	A xxxxx 0.358	+ 0.004 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx 0.349	A xxxxx 0.362	+ 0.013 V/C
#110 John S. Gibson / Channel Stree	A xxxxx 0.536	A xxxxx 0.536	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx 0.227	A xxxxx 0.319	+ 0.092 V/C
#212 Navy Way / Seaside Ave	A xxxxx 0.470	A xxxxx 0.529	+ 0.059 V/C

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

\*\*\*\*\*  
Intersection #17 Figueroa St / Harry Bridges Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.502  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 29 84 28 184 213 102 48 323 16 120 337 184  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 31 90 30 196 227 109 51 345 17 128 360 196  
Added Vol: 5 14 31 32 66 56 7 47 4 90 96 41  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 36 104 61 228 293 165 58 392 21 218 456 237  
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: 36 104 61 228 293 0 58 392 21 218 456 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 36 104 61 228 293 0 58 392 21 218 456 0  
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: 36 104 61 228 293 0 58 392 21 218 456 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.36 1.03 0.61 1.00 2.00 1.00 1.00 1.90 0.10 1.00 2.00 1.00  
Final Sat: 538 1551 911 1500 3000 1500 1500 2847 153 1500 3000 1500

Capacity Analysis Module:  
Vol/Sat: 0.07 0.07 0.15 0.10 0.00 0.04 0.14 0.14 0.15 0.15 0.15 0.00  
Crit Vol: 100 228 206 218  
Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #21 Avalon Ave / Harry Bridges Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.426  
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 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:  
Base Vol: 40 39 8 11 31 47 92 323 32 12 453 50  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 43 42 9 12 33 50 98 345 34 13 483 53  
Added Vol: 7 13 13 8 16 18 21 105 8 16 200 8  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 50 55 22 20 49 68 119 450 42 29 683 61  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 50 55 22 20 49 68 119 450 42 29 683 61  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 50 55 22 20 49 68 119 450 42 29 683 61  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 50 55 22 20 49 68 119 450 42 29 683 61

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.79 0.87 0.34 0.29 0.72 0.99 0.94 0.97 0.09 0.08 1.77 0.15  
Final Sat: 1184 1302 513 432 1075 1493 1410 1459 131 116 2655 229

Capacity Analysis Module:  
Vol/Sat: 0.04 0.04 0.04 0.05 0.05 0.05 0.08 0.31 0.32 0.25 0.26 0.27  
Crit Vol: 50 68 119  
Crit Moves: \*\*\*\*



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Level of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp  
Average Delay (sec/veh): 4.9 Worst Case Level Of Service: A[ 9.8]  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign  
Rights: Include Include  
Lanes: 1 0 2 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:  
Base Vol: 503 231 0 0 165 5 0 0 0 0 0 0 0 0 0  
Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08  
Initial Bse: 545 250 0 0 179 5 0 0 0 0 0 0 0 0  
Added Vol: 59 115 0 0 24 26 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 203 31 0 0 0 0 0 0 0 0  
Initial Fut: 604 365 0 0 203 31 0 0 0 0 0 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 604 365 0 0 203 31 0 0 0 0 0 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 604 365 0 0 203 31 0 0 0 0 0 0 0 0

Critical Gap Module:  
Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
FollowupTm: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:  
Conflict Vol: 234 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Potential Cap: 1345 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Move Cap: 1345 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Volume/Cap: 0.45 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:  
2Way95thQ: 2.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Control Del: 9.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
LOS by Move: A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd Condel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: \* \* \* \* \*  
ApproachDel: xxxxxx  
ApproachLOS: \*  
Note: Queue reported is the number of cars per lane.

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

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.885  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: D  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected  
Rights: Include Ovl  
Lanes: 1 0 2 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:  
Base Vol: 306 638 26 28 118 48 84 57 860 20 13 13  
Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08  
Initial Bse: 331 691 28 30 128 52 91 62 931 22 14 14  
Added Vol: 123 71 0 0 12 13 103 0 158 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 454 762 28 30 140 65 194 62 1089 22 14 14  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 454 762 28 30 140 65 194 62 1089 22 14 14  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 454 762 28 30 140 65 194 62 1089 22 14 14

Critical Gap Module:  
Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
FollowupTm: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:  
Conflict Vol: 234 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Potential Cap: 1345 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Move Cap: 1345 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Volume/Cap: 0.45 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:  
2Way95thQ: 2.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Control Del: 9.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
LOS by Move: A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd Condel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: \* \* \* \* \*  
ApproachDel: xxxxxx  
ApproachLOS: \*  
Note: Queue reported is the number of cars per lane.

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: A  
\*\*\*\*\*

Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Permitted Permitted Permitted  
Rights: Include Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 2 0 1 1 0 1 0 1 0 1 0 0 1 0 0 1 0 1 0 1 0

Volume Module:  
Base Vol: 797 372 13 61 427 7 16 10 8 21 104 44  
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04  
Initial Bse: 830 388 14 64 445 7 17 10 8 22 108 46  
Added Vol: 0 42 3 87 70 0 0 0 18 0 9 17 16  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 830 430 17 151 515 7 17 28 8 31 125 62  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 830 430 17 151 515 7 17 28 8 31 125 62  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 830 430 17 151 515 7 17 28 8 31 125 62  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 830 430 17 151 515 7 17 28 8 31 125 62

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 1.93 0.07 1.00 1.97 0.03 1.00 0.77 0.23 0.28 1.15 0.57  
Final Sat: 2850 2744 106 1425 2810 40 1425 1102 323 404 1638 808

Capacity Analysis Module:  
Vol/Sat: 0.29 0.16 0.16 0.11 0.18 0.18 0.01 0.03 0.03 0.08 0.08 0.08  
Crit Vol: 415 261 17  
Crit Moves: \*\*\*\*  
\*\*\*\*\*

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Level of Service Computation Report  
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.904  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7  
Optimal Cycle: 0 Level Of Service: D  
\*\*\*\*\*

Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Stop Sign Stop Sign  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 0 0 0 1 0 1 0 1 0 1 0 0 0 0 0 0 1

Volume Module:  
Base Vol: 330 63 0 0 112 39 400 0 203 0 0 14  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 352 67 0 0 120 42 427 0 217 0 0 15  
Added Vol: 55 8 0 0 7 29 34 0 147 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 407 75 0 0 127 71 461 0 364 0 0 15  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 407 75 0 0 127 71 461 0 364 0 0 15  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 407 75 0 0 127 71 461 0 364 0 0 15  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 407 75 0 0 127 71 461 0 364 0 0 15

Saturation Flow Module:  
Sat/Lane: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Adjustment: 1.00 2.00 0.00 0.00 1.28 0.72 1.11 0.01 0.88 0.00 0.00 1.00  
Lanes: 1.00 939 0 0 601 353 1094 -536 473 0 0 459

Capacity Analysis Module:  
Vol/Sat: 0.90 0.08 xxxxx 0.21 0.20 0.42 0.00 0.77 xxxxx xxxxx 0.03  
Crit Moves: \*\*\*\*  
Delay/Veh: 49.3 10.8 0.0 0.0 12.1 11.5 31.6 27.8 27.8 0.0 0.0 10.7  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 49.3 10.8 0.0 0.0 12.1 11.5 31.6 27.8 27.8 0.0 0.0 10.7  
LOS by Move: E B \* \* B B B D D D \* \* \* B  
ApproachDel: 43.3 11.8 31.8 10.7  
Delay Adj: 43.3 11.8 31.8 10.7  
LOS by Appr: E B B D  
AllWayAVGO: 4.8 0.1 0.0 0.0 0.3 0.2 2.7 2.7 2.7 0.0 0.0 0.0

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



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Level of Service Computation Report  
Circular #73 Neptune Ave / Harry Bridges Blvd

\*\*\*\*\*  
Intersection #73 Neptune Ave / Harry Bridges Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.274  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A  
\*\*\*\*\*  
Approach: North 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  
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 0 1 0 1 0

Volume Module:  
Base Vol: 0 0 0 2 0 26 18 402 0 0 468 1  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 0 0 0 2 0 28 19 429 0 0 499 1  
Added Vol: 0 0 0 0 0 0 0 110 0 0 227 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 2 0 28 19 539 0 0 726 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  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 2 0 28 19 539 0 0 726 1  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 0 0 0 2 0 28 19 539 0 0 726 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: 0.00 2.00 0.00 0.14 0.86 1.00 0.31 1.69 0.00 0.00 1.99 0.01  
Final Sat: 0 3000 0 214 1286 1500 460 2540 0 0 2996 4

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.04 0.21 0.00 0.00 0.24 0.24  
Crit Vol: 0 28 19  
Crit Moves: \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #92 ICF Driveaway # 1 / Sepulveda Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.316  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*  
Approach: North 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  
Lanes: 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 19 0 23 182 0 58 68 477 21 34 415 2  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 19 0 23 182 0 58 68 477 21 34 415 2  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 19 0 23 182 0 58 68 489 21 34 447 2  
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: 19 0 23 182 0 58 68 489 21 34 447 2  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 19 0 23 182 0 58 68 489 21 34 447 2

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: 0.45 0.00 0.55 1.52 0.00 0.48 1.00 1.92 0.08 1.00 2.99 0.01  
Final Sat: 645 0 780 2161 0 689 1425 2733 117 1425 4256 19

Capacity Analysis Module:  
Vol/Sat: 0.03 0.00 0.03 0.08 0.00 0.08 0.05 0.18 0.18 0.02 0.11 0.11  
Crit Vol: 42 120  
Crit Moves: \*\*\*\*\*

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

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd  
\*\*\*\*\*

Intersection #94 Santa Fe Ave / Anaheim St  
\*\*\*\*\*

Cycle (sec): 100  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 29

Approach: North Bound  
Movement: L - T - R

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

Volume Module:

Base Vol:	47	2	81	8	0	1	2	603	59	82	411	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	2	81	8	0	1	2	603	59	82	411	5
Added Vol:	0	0	0	0	0	0	0	12	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	2	81	8	0	1	2	615	59	82	443	5
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:	47	2	81	8	0	1	2	615	59	82	443	5
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	47	2	81	8	0	1	2	615	59	82	443	5

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.00	1.00	1.00	1.82	0.18	1.00	2.97	0.03
Final Sat:	1425	34	1391	1425	0	1425	1425	2601	249	1425	4227	48

Capacity Analysis Module:

Vol/Sat:	0.03	0.06	0.06	0.01	0.00	0.00	0.00	0.24	0.24	0.06	0.10	0.10
Crit Vol:	83	8	337	82	8	337	82	337	82	337	82	82
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

Intersection #94 Santa Fe Ave / Anaheim St  
\*\*\*\*\*

Intersection #94 Santa Fe Ave / Anaheim St  
\*\*\*\*\*

Cycle (sec): 100  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 36

Approach: North Bound  
Movement: L - T - R

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

Volume Module:

Base Vol:	42	108	40	79	108	69	44	765	24	45	746	175
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	44	113	42	82	113	72	46	797	25	47	777	182
Added Vol:	0	0	0	0	0	0	0	52	0	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	113	42	82	113	72	46	849	25	47	854	182
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:	44	113	42	82	113	72	46	849	25	47	854	182
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	44	113	42	82	113	72	46	849	25	47	854	182

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.22	0.78	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat:	1375	2007	743	1375	1678	1072	1375	4007	118	1375	4125	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.06	0.06	0.06	0.07	0.07	0.03	0.21	0.21	0.03	0.21	0.13
Crit Vol:	77	82	291	82	291	82	291	47	47	291	47	47
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #110 John S. Gibson / Channel Street  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 40 Level Of Service: A

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

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

Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0 0 0

Volume Module:

Base Vol: 265 415 0 0 264 171 594 0 257 0 0 0 0 0  
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04  
Initial Bse: 276 432 0 0 275 178 619 0 268 0 0 0 0 0  
Added Vol: 0 45 0 0 79 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 276 477 0 0 354 178 619 0 268 0 0 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 276 477 0 0 354 178 619 0 268 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 276 477 0 0 354 178 619 0 268 0 0 0 0 0  
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 1.00  
Final Vol: 276 477 0 0 354 178 619 0 268 0 0 0 0 0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat: 0.19 0.17 0.00 0.00 0.12 0.13 0.22 0.00 0.19 0.00 0.00 0.00  
Crit Vol: 276 178 309  
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): 0.319  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A

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

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

Lanes: 0 1 0 1 0 0 1 0 1 0 0 0 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 1 7 18 16 5 74 43 226 3 47 344 10  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 1 7 19 17 5 79 46 241 3 50 367 11  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1 7 19 17 5 79 46 361 3 50 593 11  
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 19 17 5 79 46 361 3 50 593 11  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1 7 19 17 5 79 46 361 3 50 593 11  
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 19 17 5 79 92 361 3 100 593 11

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 0.25 1.74 0.01 0.17 1.80 0.03  
Final Sat: 115 1385 1500 505 995 1500 378 2601 21 249 2705 45

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.03 0.01 0.05 0.12 0.14 0.15 0.20 0.22 0.23  
Crit Vol: 1 79 46  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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

Intersection #212 Navy Way / Seaside Ave  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.529  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound

Movement	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted	Permitted	Permitted	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Ignore	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	0	0	0	3	0	1	2
	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	49	0	530	0	0	0	0	1467	71	106	1260	0
Growth Adj:	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Initial Bse:	58	0	627	0	0	0	0	1735	84	125	1491	0
Added Vol:	0	0	0	0	0	0	0	252	0	0	226	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	0	627	0	0	0	0	1987	84	125	1717	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	627	0	0	0	0	1987	84	125	1717	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	58	0	627	0	0	0	0	1987	84	125	1717	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	3.00	1.00	2.00	3.00	0.00	0.00
Final Sat:	2850	0	1425	0	0	0	4275	1425	2850	4275	0	0

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.00 0.00 0.00 0.00 0.00 0.00 0.06 0.06 0.04 0.40 0.00  
 Crit Vol: 29 662 63  
 Crit Moves: \*\*\*\*

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 Port of Los Angeles  
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 Scenario Report

Scenario:

2005 PM Peak  
 2005 PM Peak  
 Existing  
 Default Impact Fee  
 Trip Generation:  
 2005 PM Peak  
 Distribution  
 Paths:  
 Existing  
 Default Routes  
 2005 PM Peak  
 Configuration:

-----  
 Port of Los Angeles  
 China Shipping EIR  
 Year 2005 PM Peak - Proposed Project  
 -----  
 Trip Generation Report

Forecast for 2005 PM Peak

Zone #	Subzone	Amount	Units	Rate	In	Out	Trips	In	Out	Trips	Total % Of Trips
1	YML Autos	1.00	YML Autos	33.00	42.00	33	42	42	75	1.4	75
	Zone 1 Subtotal					33	42	42	75	1.4	
2	YML Trucks	1.00	YML Trucks	101.00	126.00	101	126	126	227	4.1	227
	Zone 2 Subtotal					101	126	126	227	4.1	
3	Trapac Autos	1.00	Trapac Autos	34.00	44.00	34	44	44	78	1.4	78
	Zone 3 Subtotal					34	44	44	78	1.4	
4	Trapac Truck	1.00	Trapac Trucks	133.00	167.00	133	167	167	300	5.4	300
	Zone 4 Subtotal					133	167	167	300	5.4	
5	Related Proj	1.00	Gas Station w/	81.00	81.00	81	81	81	162	2.9	162
	Zone 5 Subtotal					81	81	81	162	2.9	
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	55	135	2.4	135
	Zone 6 Subtotal					80	55	55	135	2.4	
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	124	262	4.7	262
	Zone 7 Subtotal					138	124	124	262	4.7	
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	144	304	5.5	304
	Zone 8 Subtotal					160	144	144	304	5.5	
9	Related Proj	1.00	Gas Station w/	24.00	24.00	24	24	24	48	0.9	48
	Zone 9 Subtotal					24	24	24	48	0.9	
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	102	111	2.0	111
	Zone 10 Subtotal					9	102	102	111	2.0	
11	China Shippi	1.00	China Shipping	20.00	38.00	20	38	38	58	1.0	58
	Zone 11 Subtotal					20	38	38	58	1.0	
12	China Shippi	1.00	China Shipping	81.00	102.00	81	102	102	183	3.3	183
	Zone 12 Subtotal					81	102	102	183	3.3	
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	1325	2781	50.3	2781
	Zone 13 Subtotal					1456	1325	1325	2781	50.3	
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	127	344	6.2	344
	Zone 14 Subtotal					217	127	127	344	6.2	
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	42	84	1.5	84

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Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total	
				In	Out	In	Out		
	Zone 15 Subtotal					42	42	84	1.5
17	Wilmington W 1.00 Zone 2A			28.00	29.00	28	29	57	1.0
	Zone 17 Subtotal					28	29	57	1.0
18	Wilmington W 1.00 Zone 2B			28.00	29.00	28	29	57	1.0
	Zone 18 Subtotal					28	29	57	1.0
19	Wilmington W 1.00 Zone 2C			28.00	29.00	28	29	57	1.0
	Zone 19 Subtotal					28	29	57	1.0
20	Wilmington W 1.00 Zone 2D			28.00	28.00	28	28	56	1.0
	Zone 20 Subtotal					28	28	56	1.0
21	Wilmington W 1.00 Zone 3			98.00	51.00	98	51	149	2.7
	Zone 21 Subtotal					98	51	149	2.7
TOTAL						2819	2709	5528	100.0

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Zone	Percent Of Trips Distribution											
	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	0.0	
17	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	
18	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	
19	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	
20	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	
21	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	

To Gates

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

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To Gates

12

Zone -----

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

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Impact Analysis Report  
 Level Of Service

Intersection	Base Del/V/ LOS Veh C	V/ V/ C	Future Del/V/ LOS Veh C	Change in
# 17 Figueroa St / Harry Bridges Bl	A xxxxx 0.425	A xxxxx 0.574	+ 0.149	V/C
# 21 Avalon Ave / Harry Bridges Blv	A xxxxx 0.331	A xxxxx 0.508	+ 0.177	V/C
# 23 Alameda St / Anaheim St	A xxxxx 0.545	B xxxxx 0.635	+ 0.090	V/C
# 26 Henry Ford Ave / Anaheim St	B xxxxx 0.645	B xxxxx 0.677	+ 0.031	V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A 9.9 0.000	B 12.8 0.000	+ 2.935	D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	D xxxxx 0.842	F xxxxx 1.144	+ 0.302	V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx 0.488	A xxxxx 0.557	+ 0.069	V/C
# 37 Figueroa St / C-St / I-110 Ram	D 25.2 0.731	F 63.2 1.073	+ 0.342	V/C
# 53 Pacific Ave / Front St	A xxxxx 0.420	A xxxxx 0.456	+ 0.036	V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx 0.360	A xxxxx 0.506	+ 0.146	V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx 0.303	A xxxxx 0.365	+ 0.062	V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx 0.540	A xxxxx 0.552	+ 0.011	V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx 0.398	A xxxxx 0.409	+ 0.011	V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx 0.489	A xxxxx 0.509	+ 0.019	V/C
#110 John S. Gibson / Channel Stree	B xxxxx 0.625	B xxxxx 0.625	+ 0.000	V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx 0.305	A xxxxx 0.471	+ 0.166	V/C
#212 Navy Way / Seaside Ave	A xxxxx 0.481	A xxxxx 0.593	+ 0.112	V/C

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

Intersection #17 Figueroa St / Harry Bridges Blvd

Critical Vol./Cap.(X): 0.574

Average Delay (sec/veh): xxxxxx

Level Of Service: A

North Bound East Bound West Bound

South Bound East Bound West Bound

Control: Permitted Permitted Permitted Permitted Permitted Permitted

Rights: Include Ignore Include Include Ignore Ignore

Min. Green: 0

Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 1 0 2 0 1

Volume Module:

Base Vol: 36 130 80 199 80 77 74 457 12 41 379 250

Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07

Initial Bse: 38 139 85 212 85 79 488 13 44 404 267

Added Vol: 6 23 44 54 54 56 13 104 5 79 89 93

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 44 162 129 266 139 138 92 592 18 123 493 360

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 44 162 129 266 139 0 92 592 18 123 493 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj: 44 162 129 266 139 0 92 592 18 123 493 0

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: 44 162 129 266 139 0 92 592 18 123 493 0

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: 0.26 0.97 0.77 1.00 2.00 1.00 1.00 1.94 0.06 1.00 2.00 1.00

Final Sat: 397 1446 1157 1500 3000 1500 1500 2912 88 1500 3000 1500

Capacity Analysis Module:

Vol/Sat: 0.11 0.11 0.11 0.18 0.05 0.00 0.06 0.20 0.20 0.08 0.16 0.00

Crit Vol: 168 266 305 123

Crit Moves: \*\*\*\*

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Critical Vol./Cap.(X): 0.508

Average Delay (sec/veh): xxxxxx

Level Of Service: A

North Bound East Bound West Bound

South Bound East Bound West Bound

Control: Permitted Permitted Permitted Permitted Permitted Permitted

Rights: Include Include Include Include Include

Min. Green: 0

Lanes: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 42 52 10 14 38 103 94 381 49 11 349 15

Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07

Initial Bse: 45 55 11 15 41 110 100 407 52 12 372 16

Added Vol: 16 32 32 32 50 32 38 219 25 50 184 23

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 61 87 43 38 91 142 138 626 77 62 556 39

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 61 87 43 38 91 142 138 626 77 62 556 39

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj: 61 87 43 38 91 142 138 626 77 62 556 39

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol: 61 87 43 38 91 142 277 626 77 247 556 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: 0.64 0.91 0.45 0.28 0.72 1.00 0.39 1.45 0.16 0.26 1.65 0.09

Final Sat: 955 1374 670 421 1079 1500 590 2173 237 392 2469 139

Capacity Analysis Module:

Vol/Sat: 0.06 0.06 0.06 0.09 0.08 0.09 0.23 0.29 0.33 0.16 0.23 0.28

Crit Vol: 61 142 138

Crit Moves: \*\*\*\*

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Level of Service Computation Report  
Circular #23 Alameda St. / Anaheim St.

\*\*\*\*\*  
Intersection #23 Alameda St. / Anaheim St.  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.635  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 7 255 408 11 191 123 78 631 14 286 761 31  
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13  
Initial Bse: 8 287 459 12 215 138 88 710 16 322 856 35  
Added Vol: 1 187 57 0 164 0 0 32 10 61 20 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 9 474 516 12 379 138 88 742 26 383 876 35  
User Adj: 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  
PHF Volume: 9 474 516 12 379 138 88 742 26 383 876 35  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 9 474 516 12 379 138 88 742 26 383 876 35  
PCE Adj: 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  
Final Vol: 9 474 516 12 379 138 88 742 26 383 876 35

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 1.44 1.56 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.92 0.08  
Final Sat: 1425 2047 2228 1425 2850 1425 1425 2850 1425 2850 2741 109  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.23 0.23 0.01 0.13 0.10 0.06 0.26 0.02 0.13 0.32 0.32  
Crit Vol: 330 12 371 191  
Crit Moves: \*\*\*\*\*

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Level of Service Computation Report  
Circular #12 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #26 Henry Ford Ave / Anaheim St.  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.677  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 58 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 345 249 36 87 80 26 15 993 160 36 811 84  
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: 388 280 41 98 90 29 17 1117 180 41 912 94  
Added Vol: 0 0 0 0 0 0 0 0 89 0 0 80 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 388 280 41 98 90 29 17 1206 180 41 992 94  
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: 388 280 41 98 90 29 17 1206 0 41 992 94  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 388 280 41 98 90 29 17 1206 0 41 992 94  
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: 388 280 41 98 90 29 17 1206 0 41 992 94

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: 1.74 1.26 1.00 1.00 2.26 0.74 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat: 2483 1792 1425 1425 3226 1049 1425 2850 1425 1425 2850 1425  
Capacity Analysis Module:  
Vol/Sat: 0.16 0.16 0.03 0.07 0.03 0.03 0.01 0.42 0.00 0.03 0.35 0.07  
Crit Vol: 223 98 603 41  
Crit Moves: \*\*\*\*\*





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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 34

Approach: North Bound  
Movement: L - T - R

Control: Permitted  
Rights: Include  
Min. Green: 0

Lanes: 1 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0

Volume Module:

Base Vol: 407  
Growth Adj: 1.04  
Initial Bse: 424  
Added Vol: 19  
PasserByVol: 0  
Initial Fut: 443  
User Adj: 1.00  
PHF Adj: 1.00  
PHF Volume: 443  
Reduced Vol: 0  
PCE Adj: 1.00  
MLF Adj: 1.00  
Final Vol: 443

Saturation Flow Module:  
Sat/Lane: 1425  
Adjustment: 1.00  
Lanes: 1.00  
Final Sat: 1425

Capacity Analysis Module:  
Vol/Sat: 0.31  
Crit Vol: 443  
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  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 29

Approach: North Bound  
Movement: L - T - R

Control: Permitted  
Rights: Include  
Min. Green: 0

Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 0

Volume Module:

Base Vol: 142  
Growth Adj: 1.07  
Initial Bse: 152  
Added Vol: 60  
PasserByVol: 0  
Initial Fut: 212  
User Adj: 1.00  
PHF Adj: 1.00  
PHF Volume: 212  
Reduced Vol: 0  
PCE Adj: 1.00  
MLF Adj: 1.00  
Final Vol: 212

Saturation Flow Module:  
Sat/Lane: 1500  
Adjustment: 1.00  
Lanes: 0.91  
Final Sat: 1368

Capacity Analysis Module:  
Vol/Sat: 0.15  
Crit Vol: 212  
Crit Moves: \*\*\*\*

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Level of Service Computation Report  
Circular #73 Neptune Ave / Harry Bridges Blvd

\*\*\*\*\*  
Intersection #73 Neptune Ave / Harry Bridges Blvd  
\*\*\*\*\*

Cycle (sec): 100  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 23

\*\*\*\*\*  
Level of Service: A  
\*\*\*\*\*

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

Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0

Volume Module:

Table with 16 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduced Vol, PCE Adj, MLF Adj, Final Vol. Rows include Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, Crit Moves.

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 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 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 2.00 0.00 0.15 0.85 1.00 0.33 1.67 0.00 0.00 1.99 0.01  
Final Sat: 0 3000 0 231 1269 1500 493 2507 0 0 2990 10

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.07 0.35 0.00 0.00 0.31 0.31  
Crit Vol: 0 26 522  
Crit Moves: \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #92 ICF Driveaway # 1 / Sepulveda Blvd  
\*\*\*\*\*

Cycle (sec): 100  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 41

\*\*\*\*\*  
Level of Service: A  
\*\*\*\*\*

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

Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include

Min. Green: 0 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0  
Lanes: 0 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0 2 1 0

Volume Module:

Table with 16 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduced Vol, PCE Adj, MLF Adj, Final Vol. Rows include Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, Crit Moves.

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 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 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03  
Final Sat: 531 56 838 1425 14 1411 1425 2726 124 1425 4236 39

Capacity Analysis Module:  
Vol/Sat: 0.04 0.04 0.04 0.08 0.28 0.11 0.06 0.24 0.24 0.01 0.15 0.15  
Crit Vol: 19 400 346 21  
Crit Moves: \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #93 ICTF Driveaway # 2 / Sepulveda Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.409  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - - T - - R L - - T - - R L - - T - - R

Control: Permitted Permitted Protected Protected  
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 1 0 0 1 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 46 1 85 16 0 5 5 703 49 89 559 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 46 1 85 16 0 5 5 703 49 89 559 3  
Added Vol: 0 0 0 0 0 0 0 32 0 0 25 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 46 1 85 16 0 5 5 735 49 89 584 3  
User Adj: 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  
PHF Volume: 46 1 85 16 0 5 5 735 49 89 584 3  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 46 1 85 16 0 5 5 735 49 89 584 3

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 0.01 0.99 1.00 0.00 1.00 1.00 1.88 0.12 1.00 2.98 0.02  
Final Sat: 1425 17 1408 1425 0 1425 1425 2672 178 1425 4253 22

Capacity Analysis Module:  
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.28 0.28 0.06 0.14 0.14  
Crit Vol: 86 16 392 89  
Crit Moves: \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #94 Santa Fe Ave / Anaheim St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.509  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - - T - - R L - - T - - R L - - T - - R

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

Volume Module:  
Base Vol: 48 149 56 208 168 81 78 850 19 35 772 199  
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04  
Initial Bse: 50 155 58 217 175 84 81 886 20 36 804 207  
Added Vol: 0 0 0 0 0 0 0 0 89 0 0 80 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 50 155 58 217 175 84 81 975 20 36 884 207  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 50 155 58 217 175 84 81 975 20 36 884 207  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 50 155 58 217 175 84 81 975 20 36 884 207

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.45 0.55 1.00 1.35 0.65 1.00 2.94 0.06 1.00 3.00 1.00  
Final Sat: 1375 1999 751 1375 1855 895 1375 4043 82 1375 4125 1375

Capacity Analysis Module:  
Vol/Sat: 0.04 0.08 0.08 0.16 0.09 0.09 0.06 0.24 0.24 0.03 0.21 0.15  
Crit Vol: 107 217 81  
Crit Moves: \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #110 John S. Gibson / Channel Street  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 50 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 Include Protected Include Permitted Include  
Rights: 0  
Min. Green: 1 0 2 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0 0 0

Volume Module:

Base Vol: 347 467 0 0 323 239 448 0 359 0 0 0 0 0 0  
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04  
Initial Bse: 362 487 0 0 337 249 467 0 374 0 0 0 0 0 0  
Added Vol: 0 84 0 0 101 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 362 571 0 0 438 249 467 0 374 0 0 0 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 362 571 0 0 438 249 467 0 374 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 1.00 1.00 1.00  
Final Vol: 362 571 0 0 438 249 467 0 374 0 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 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 1.00 1.00 1.00  
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.66 0.01 1.33 0.00 0.00 0.00 0.00 0.00 0.00  
Final Sat: 1425 2850 0 0 2850 1425 2373 0 1902 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.25 0.20 0.00 0.00 0.15 0.17 0.20 0.00 0.20 0.00 0.00 0.00 0.00 0.00 0.00  
Crit Vol: 362 249 280 0 0 0 0 0 0 0 0 0 0 0 0  
Crit Moves: \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #128 Broad Ave / Harry Bridges Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A

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

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

Volume Module:

Base Vol: 1 6 87 5 3 48 115 507 0 26 236 28  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 1 6 93 5 3 51 123 541 0 28 252 30  
Added Vol: 0 0 0 0 0 0 0 0 0 268 0 0 251 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1 6 93 5 3 51 123 809 0 28 503 30  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 1 6 93 5 3 51 123 809 0 28 503 30  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 1.00 1.00 1.00  
Final Vol: 1 6 93 5 3 51 245 809 0 111 503 30

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 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 1.00 1.00 1.00  
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 0.61 1.39 0.00 0.61 1.79 0.09 0.12 1.79 0.09  
Final Sat: 32 1468 1500 268 1232 1500 910 2090 0 174 2686 139

Capacity Analysis Module:

Vol/Sat: 0.03 0.00 0.06 0.02 0.00 0.03 0.13 0.39 0.00 0.16 0.19 0.21  
Crit Vol: 93 5 581 28  
Crit Moves: \*\*\*\*\*

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

Intersection #212 Navy Way / Seaside Ave  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.593  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 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	Protected	Protected
Rights:	Ignore	Include	Include
Min. Green:	0	0	0
Lanes:	2	0	3
Volume Module:	114	0	0
Base Vol:	114	0	0
Growth Adj:	1.19	1.19	1.19
Initial Bse:	135	0	0
Added Vol:	0	0	0
PasserByVol:	0	0	0
Initial Fut:	135	0	0
User Adj:	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00
PHF Volume:	135	0	0
Reduced Vol:	0	0	0
PCE Adj:	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00
Final Vol:	135	0	0

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

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.00 0.00 0.00  
 Crit Vol: 68 761  
 Crit Moves: \*\*\*\*

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Scenario Report

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		Trips		Trips Total	% Of Trips Total
				In	Out	In	Out		
1	YML Autos	1.00	YML Autos	28.00	40.00	28	40	68	1.3
	Zone 1 Subtotal					28	40	68	1.3
2	YML Trucks	1.00	YML Trucks	146.00	35.00	146	35	181	3.6
	Zone 2 Subtotal					146	35	181	3.6
3	Trapac Autos	1.00	Trapac Autos	68.00	79.00	68	79	147	2.9
	Zone 3 Subtotal					68	79	147	2.9
4	Trapac Truck	1.00	Trapac Trucks	213.00	99.00	213	99	312	6.1
	Zone 4 Subtotal					213	99	312	6.1
5	Related Proj	1.00	Gas Station w/	61.00	61.00	61	61	122	2.4
	Zone 5 Subtotal					61	61	122	2.4
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.6
	Zone 7 Subtotal					73	58	131	2.6
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	9.0
	Zone 8 Subtotal					244	215	459	9.0
9	Related Proj	1.00	Gas Station w/	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.4
	Zone 10 Subtotal					72	50	122	2.4
11	China Shippi	1.00	China Shipping	66.00	67.00	66	67	133	2.6
	Zone 11 Subtotal					66	67	133	2.6
12	China Shippi	1.00	China Shipping	318.00	76.00	318	76	394	7.7
	Zone 12 Subtotal					318	76	394	7.7
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	24.8
	Zone 13 Subtotal					524	740	1264	24.8
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.1
	Zone 14 Subtotal					65	43	108	2.1
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.1

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Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
	Zone 15 Subtotal					54	54	108 2.1
17	Wilmington W 1.00 Zone 2A			14.00	6.00	14	6	20 0.4
	Zone 17 Subtotal					14	6	20 0.4
18	Wilmington W 1.00 Zone 2B			14.00	6.00	14	6	20 0.4
	Zone 18 Subtotal					14	6	20 0.4
19	Wilmington W 1.00 Zone 2C			14.00	6.00	14	6	20 0.4
	Zone 19 Subtotal					14	6	20 0.4
20	Wilmington W 1.00 Zone 2D			13.00	5.00	13	5	18 0.4
	Zone 20 Subtotal					13	5	18 0.4
21	Wilmington W 1.00 Zone 3			26.00	27.00	26	27	53 1.0
	Zone 21 Subtotal					26	27	53 1.0
22	Related Proj 1.00 Target			75.00	75.00	75	75	150 2.9
22	Related Proj 1.00 135 Single Fam			51.00	51.00	51	51	102 2.0
	Zone 22 Subtotal					126	126	252 4.9
23	Related Proj 1.00 5000 SF Retail			26.00	26.00	26	26	52 1.0
23	Related Proj 1.00 220 Unit Apart			33.00	33.00	33	33	66 1.3
23	Related Proj 1.00 Police + Offic			422.00	422.00	422	422	844 16.6
23	Related Proj 1.00 72 Condos + 7k			20.00	20.00	20	20	40 0.8
23	Related Proj 1.00 251 Condos + 4			39.00	39.00	39	39	78 1.5
	Zone 23 Subtotal					540	540	1080 21.2

TOTAL ..... 2722 2372 5094 100.0

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Zone	Percent Of Trips Distribution										
	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	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	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	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates

12

Zone -----

1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	0.0
17	0.0
18	0.0
19	0.0
20	0.0
21	0.0
22	0.0
23	0.0

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To Gates

12

Zone

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

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Impact Analysis Report  
Level Of Service

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 21 Avalon Ave / Harry Bridges Blvd	A xxxxxx 0.354	A xxxxxx 0.529	+ 0.175 V/C
# 23 Alameda St / Anaheim St	C xxxxxx 0.706	D xxxxxx 0.804	+ 0.098 V/C
# 26 Henry Ford Ave / Anaheim St	A xxxxxx 0.563	A xxxxxx 0.583	+ 0.020 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxxx 0.280	A xxxxxx 0.337	+ 0.057 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	B xxxxxx 0.600	B xxxxxx 0.690	+ 0.090 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxxx 0.557	B xxxxxx 0.631	+ 0.074 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxxx 0.397	A xxxxxx 0.523	+ 0.126 V/C
# 53 Pacific Ave / Front St	A xxxxxx 0.521	A xxxxxx 0.544	+ 0.023 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxxx 0.560	D xxxxxx 0.852	+ 0.291 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxxx 0.277	A xxxxxx 0.376	+ 0.099 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxxx 0.312	A xxxxxx 0.319	+ 0.007 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxxx 0.354	A xxxxxx 0.360	+ 0.007 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxxx 0.377	A xxxxxx 0.391	+ 0.014 V/C
#110 John S. Gibson / Channel Stree	A xxxxxx 0.579	A xxxxxx 0.591	+ 0.012 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxxx 0.255	A xxxxxx 0.390	+ 0.135 V/C
#212 Navy Way / Seaside	B xxxxxx 0.616	B xxxxxx 0.691	+ 0.075 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  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 31

Approach: North Bound  
Movement: L - T - R

Table with 10 columns: Control, Rights, Min. Green, Lanes, Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Table with 10 columns: Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, 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  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 95

Approach: North Bound  
Movement: L - T - R

Table with 10 columns: Control, Rights, Min. Green, Lanes, Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Table with 10 columns: Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, Crit Moves.

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

\*\*\*\*\*  
Intersection #26 Henry Ford Ave / Anaheim St  
\*\*\*\*\*  
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: 45 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 146 63 87 38 99 13 10 811 252 53 641 70  
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: 201 87 120 52 136 18 14 1115 347 73 881 96  
Added Vol: 0 0 0 0 0 0 0 56 0 0 89 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 201 87 120 52 136 18 14 1171 347 73 970 96  
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: 201 87 120 52 136 18 14 1171 0 73 970 96  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 201 87 120 52 136 18 14 1171 0 73 970 96  
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: 201 87 120 52 136 18 14 1171 0 73 970 96

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 1.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat: 2850 1425 1425 1425 3779 496 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.07 0.06 0.08 0.04 0.04 0.04 0.01 0.41 0.00 0.05 0.34 0.07  
Crit Vol: 120 52 586 73  
Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #31 Harbor Blvd / SR-47 WB On-Ramp  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.337  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 503 231 0 0 165 5 0 0 0 0 0 0 0  
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25  
Initial Bse: 629 289 0 0 206 6 0 0 0 0 0 0  
Added Vol: 127 18 0 0 43 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 756 307 0 0 249 6 0 0 0 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 756 307 0 0 249 6 0 0 0 0 0 0  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 756 307 0 0 249 6 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 756 307 0 0 249 6 0 0 0 0 0 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 2.00 0.00 0.00 1.95 0.05 0.00 0.00 0.00 0.00 0.00  
Final Sat: 3000 3000 0 0 2927 73 0 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.25 0.10 0.00 0.00 0.09 0.09 0.00 0.00 0.00 0.00 0.00  
Crit Vol: 378 128 0  
Crit Moves: \*\*\*\*

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

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

Critical Vol./Cap.(X): 0.690

Average Delay (sec/veh): xxxxxx

Level Of Service: B

Optimal Cycle: 74

North Bound East Bound West Bound

South Bound East Bound West Bound

Control: Protected Split Phase Split Phase

Rights: Include Ovl Ovl Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 1 1 0 1 0 1 0 0 1 0 2 0 1 0 1 0

Volume Module:

Table with 18 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol. Rows include Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, and 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

Critical Vol./Cap.(X): 0.631

Average Delay (sec/veh): xxxxxx

Level Of Service: B

Optimal Cycle: 50

North Bound East Bound West Bound

South Bound East Bound West Bound

Control: Protected Protected Protected

Rights: Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 2 0 1 2 0 1 1 0 0 1 0 0 1 0 1 0 1 0

Volume Module:

Table with 18 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol. Rows include Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.

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Level of Service Computation Report  
Circular #38 Figueroa St / C-St / I-110 Ramps

Intersection #38 Figueroa St / C-St / I-110 Ramps  
Level of Service Computation Report  
Circular #38 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #38 Figueroa St / C-St / I-110 Ramps  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.523  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 48 69 339 0 68 64 94 396 102 366 268 21  
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20  
Initial Bse: 58 83 407 0 82 77 113 475 122 439 322 25  
Added Vol: 0 7 93 2 5 29 34 107 256 200 68 1  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 58 90 500 2 87 106 147 582 378 639 390 26  
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: 58 90 0 2 87 106 147 582 0 639 390 26  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 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: 58 90 0 2 87 106 147 582 0 639 390 26

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

Capacity Analysis Module:  
Vol/Sat: 0.02 0.03 0.00 0.00 0.06 0.07 0.10 0.20 0.00 0.22 0.14 0.02  
Crit Vol: 29 106 291 320  
Crit Moves: \*\*\*\*

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

Intersection #53 Pacific Ave / Front St  
Level of Service Computation Report  
Circular #212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #53 Pacific Ave / Front St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.544  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 487 0 24 0 0 0 0 0 347 399 21 215  
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13  
Initial Bse: 548 0 27 0 0 0 0 0 390 449 24 242  
Added Vol: 21 0 0 0 0 0 0 0 23 21 0 18  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 569 0 27 0 0 0 0 0 413 470 24 260  
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: 569 0 27 0 0 0 0 0 413 470 24 260  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 569 0 27 0 0 0 0 0 413 470 24 260

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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Sat: 1425 0 1425 0 0 0 0 0 2850 1425 1425 2850

Capacity Analysis Module:  
Vol/Sat: 0.40 0.00 0.02 0.00 0.00 0.00 0.00 0.15 0.33 0.02 0.09 0.00  
Crit Vol: 569 0 207  
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): 0.852  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 97 Level Of Service: D

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

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

Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:

Table with 18 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol. Rows include Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.

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

\*\*\*\*\*  
Intersection #73 Neptune Ave / Harry Bridges Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376  
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

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

Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:

Table with 18 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol. Rows include Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.

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

\*\*\*\*\*  
Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.319  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 1 0 0 1 0 1 0 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 19 0 23 182 0 58 68 477 21 34 415 2  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 19 0 23 182 0 58 68 477 21 34 415 2  
Added Vol: 0 0 0 0 0 0 0 0 19 0 0 55 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 19 0 23 182 0 58 68 496 21 34 470 2  
User Adj: 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  
PHF Volume: 19 0 23 182 0 58 68 496 21 34 470 2  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 19 0 23 182 0 58 68 496 21 34 470 2

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 0.45 0.00 0.55 1.52 0.00 0.48 1.00 1.92 0.08 1.00 2.99 0.01  
Final Sat: 645 0 780 2161 0 689 1425 2734 116 1425 4257 18

Capacity Analysis Module:  
Vol/Sat: 0.03 0.00 0.03 0.08 0.00 0.08 0.05 0.18 0.18 0.02 0.11 0.11  
Crit Vol: 42 120 259 34  
Crit Moves: \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A  
\*\*\*\*\*

Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
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 1 0 0 1 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 47 2 81 2 81 8 0 1 2 603 59 82 411 5  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 47 2 81 2 81 8 0 1 2 603 59 82 411 5  
Added Vol: 0 0 0 0 0 0 0 0 0 19 0 55 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 47 2 81 8 0 1 2 622 59 82 466 5  
User Adj: 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  
PHF Volume: 47 2 81 8 0 1 2 622 59 82 466 5  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 47 2 81 8 0 1 2 622 59 82 466 5

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.83 0.17 1.00 2.97 0.03  
Final Sat: 1425 34 1391 1425 0 1425 1425 2603 247 1425 4230 45

Capacity Analysis Module:  
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.24 0.24 0.06 0.11 0.11  
Crit Vol: 83 341 341 82  
Crit Moves: \*\*\*\*\*

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Level of Service Computation Report  
Circular #94 Santa Fe Ave / Anaheim St

\*\*\*\*\*  
Intersection #94 Santa Fe Ave / Anaheim St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.391  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 42 108 40 79 108 69 44 765 24 45 746 175  
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: 47 122 45 89 122 78 50 861 27 51 839 197  
Added Vol: 0 0 0 0 0 0 0 56 0 0 89 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 47 122 45 89 122 78 50 917 27 51 928 197  
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: 47 122 45 89 122 78 50 917 27 51 928 197  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 47 122 45 89 122 78 50 917 27 51 928 197  
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: 47 122 45 89 122 78 50 917 27 51 928 197

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.46 0.54 1.00 1.22 0.78 1.00 2.91 0.09 1.00 3.00 1.00  
Final Sat: 1375 2007 743 1375 1678 1072 1375 4007 118 1375 4125 1375

Capacity Analysis Module:  
Vol/Sat: 0.03 0.06 0.06 0.06 0.07 0.07 0.04 0.23 0.23 0.04 0.23 0.14  
Crit Vol: 83 89 315 51  
Crit Moves: \*\*\*\*

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Level of Service Computation Report  
Circular #10 John S. Gibson / Channel Street

\*\*\*\*\*  
Intersection #10 John S. Gibson / Channel Street  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.591  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 265 415 0 0 264 171 594 0 257 0 0 0  
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13  
Initial Bse: 298 467 0 0 297 192 668 0 289 0 0 0  
Added Vol: 0 39 0 0 44 1 32 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 298 506 0 0 341 193 700 0 289 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 298 506 0 0 341 193 700 0 289 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 298 506 0 0 341 193 700 0 289 0 0 0  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 298 506 0 0 341 193 700 0 289 0 0 0

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

Capacity Analysis Module:  
Vol/Sat: 0.21 0.18 0.00 0.00 0.12 0.14 0.25 0.00 0.20 0.00 0.00 0.00  
Crit Vol: 298 193 350 0  
Crit Moves: \*\*\*\*

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

Intersection #128 Broad Ave / Harry Bridges Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*

Approach: North 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 0 1 0 1 0

Volume Module:  
Base Vol: 1 7 18 16 5 74 43 226 3 47 344 10  
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20  
Initial Bse: 1 8 22 19 6 89 52 271 4 56 413 12  
Added Vol: 0 0 0 0 0 0 0 172 0 0 350 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1 8 22 19 6 89 52 443 4 56 763 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  
PHF Adj: 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 52 443 4 56 763 12  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 1 8 22 19 6 89 206 443 4 113 763 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  
Lanes: 0.08 0.92 1.00 0.34 0.66 1.00 0.30 1.69 0.01 0.14 1.83 0.03  
Final Sat: 115 1385 1500 505 995 1500 451 2533 17 218 2741 41

Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.01 0.04 0.01 0.06 0.11 0.17 0.22 0.26 0.28 0.30  
Crit Vol: 1 89 52 444  
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): 0.691  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 60 Level Of Service: B  
\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Ignore Include Include Include  
Min. Green: 2 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 2 0 0 1 0 0 0 0 0 0 0 0 0 0 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  
Initial Bse: 76 0 822 0 0 0 0 2274 110 164 1953 0  
Added Vol: 0 0 0 0 0 0 0 319 0 0 327 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 76 0 822 0 0 0 0 2593 110 164 2280 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 2593 110 164 2280 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 76 0 0 0 0 0 0 2593 110 164 2280 0

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

Capacity Analysis Module:  
Vol/Sat: 0.03 0.00 0.00 0.00 0.00 0.00 0.00 0.61 0.08 0.06 0.53 0.00  
Crit Vol: 38 0 864 82  
Crit Moves: \*\*\*\*

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 Port of Los Angeles  
 China Shipping EIR  
 Year 2015 PM Peak - Proposed Project  
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 Scenario Report

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

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 Port of Los Angeles  
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 Trip Generation Report

Forecast for 2015 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	Total % Of Trips
1	YML Autos	1.00	YML Autos	37.00	50.00	37	50	87	1.2
	Zone 1 Subtotal					37	50	87	1.2
2	YML Trucks	1.00	YML Trucks	114.00	144.00	114	144	258	3.5
	Zone 2 Subtotal					114	144	258	3.5
3	Trapac Autos	1.00	Trapac Autos	73.00	122.00	73	122	195	2.6
	Zone 3 Subtotal					73	122	195	2.6
4	Trapac Truck	1.00	Trapac Trucks	166.00	223.00	166	223	389	5.3
	Zone 4 Subtotal					166	223	389	5.3
5	Related Proj	1.00	Gas Station w/	81.00	81.00	81	81	162	2.2
	Zone 5 Subtotal					81	81	162	2.2
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.8
	Zone 6 Subtotal					80	55	135	1.8
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.6
	Zone 7 Subtotal					138	124	262	3.6
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.1
	Zone 8 Subtotal					160	144	304	4.1
9	Related Proj	1.00	Gas Station w/	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.5
	Zone 10 Subtotal					9	102	111	1.5
11	China Shippi	1.00	China Shipping	62.00	119.00	62	119	181	2.5
	Zone 11 Subtotal					62	119	181	2.5
12	China Shippi	1.00	China Shipping	248.00	314.00	248	314	562	7.6
	Zone 12 Subtotal					248	314	562	7.6
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	37.8
	Zone 13 Subtotal					1456	1325	2781	37.8
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.7
	Zone 14 Subtotal					217	127	344	4.7
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.1

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Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total	
				In	Out	In	Out		
	Zone 15 Subtotal					42	42	84	1.1
17	Wilmington W 1.00 Zone 2A			28.00	29.00	28	29	57	0.8
	Zone 17 Subtotal					28	29	57	0.8
18	Wilmington W 1.00 Zone 2B			28.00	29.00	28	29	57	0.8
	Zone 18 Subtotal					28	29	57	0.8
19	Wilmington W 1.00 Zone 2C			28.00	29.00	28	29	57	0.8
	Zone 19 Subtotal					28	29	57	0.8
20	Wilmington W 1.00 Zone 2D			28.00	28.00	28	28	56	0.8
	Zone 20 Subtotal					28	28	56	0.8
21	Wilmington W 1.00 Zone 3			98.00	51.00	98	51	149	2.0
	Zone 21 Subtotal					98	51	149	2.0
22	Related Proj 1.00 Target			197.00	197.00	197	197	394	5.4
22	Related Proj 1.00 135 Single Fam			68.00	68.00	68	68	136	1.8
	Zone 22 Subtotal					265	265	530	7.2
23	Related Proj 1.00 5000 SF Retail			43.00	43.00	43	43	86	1.2
23	Related Proj 1.00 220 Unit Apart			43.00	43.00	43	43	86	1.2
23	Related Proj 1.00 Police + Offic			136.00	136.00	136	136	272	3.7
23	Related Proj 1.00 72 Condos + 7k			32.00	32.00	32	32	64	0.9
23	Related Proj 1.00 251 Condos + 4			23.00	23.00	23	23	46	0.6
	Zone 23 Subtotal					277	277	554	7.5

TOTAL ..... 3659 3704 7363 100.0

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Zone	Percent Of Trips Distribution											
	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	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	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	0.0	0.0	40.0	0.0	0.0	0.0	20.0	
18	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	
19	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	
20	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	
21	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

To Gates

12

Zone -----

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

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To Gates  
 12

Zone	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 Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 21 Avalon Ave / Harry Bridges Blvd	A xxxxx 0.372	C xxxxx 0.746	+ 0.374 V/C
# 23 Alameda St / Anaheim St	B xxxxx 0.666	C xxxxx 0.788	+ 0.122 V/C
# 26 Henry Ford Ave / Anaheim St	C xxxxx 0.789	D xxxxx 0.825	+ 0.036 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx 0.365	A xxxxx 0.457	+ 0.092 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx 0.737	D xxxxx 0.870	+ 0.132 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx 0.520	C xxxxx 0.728	+ 0.208 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx 0.394	A xxxxx 0.517	+ 0.123 V/C
# 53 Pacific Ave / Front St	A xxxxx 0.453	A xxxxx 0.477	+ 0.024 V/C
# 72 Fries Ave / Harry Bridges Blvd	A xxxxx 0.575	D xxxxx 0.868	+ 0.293 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx 0.345	A xxxxx 0.517	+ 0.173 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx 0.540	A xxxxx 0.560	+ 0.020 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx 0.398	A xxxxx 0.418	+ 0.020 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx 0.528	A xxxxx 0.550	+ 0.022 V/C
#110 John S. Gibson / Channel Stree	B xxxxx 0.675	B xxxxx 0.692	+ 0.017 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx 0.343	C xxxxx 0.781	+ 0.438 V/C
#212 Navy Way / Seaside	B xxxxx 0.633	C xxxxx 0.762	+ 0.130 V/C

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

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): 0.746  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 57 Level Of Service: C  
\*\*\*\*\*

Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0 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 68 372 25 50 285 23  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 66 94 44 40 96 171 181 829 84 63 704 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 96 171 181 829 84 63 704 41  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 66 94 44 40 96 171 181 829 84 63 704 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 96 171 181 829 84 63 704 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  
Lanes: 0.65 0.92 0.43 0.26 0.74 1.00 0.66 1.24 0.10 0.20 1.72 0.08  
Final Sat: 973 1383 645 390 1110 1500 984 1863 154 307 2570 123

Capacity Analysis Module:  
Vol/Sat: 0.07 0.07 0.07 0.10 0.09 0.11 0.18 0.45 0.55 0.21 0.27 0.33  
Crit Vol: 66 94 44 40 96 171 181 829 84 63 704 41  
Crit Moves: \*\*\*\*\*

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

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

\*\*\*\*\*  
Intersection #23 Alameda St / Anaheim St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 88 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 1 1 1 1 0 2 0 1 1 0 2 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  
Initial Bse: 10 351 561 15 263 169 107 868 19 393 1046 43  
Added Vol: 1 297 71 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 11 648 632 15 503 169 107 900 29 463 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  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 11 648 632 15 503 169 107 900 29 463 1066 43  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 11 648 632 15 503 169 107 900 29 463 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  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 11 648 632 15 503 169 107 900 29 463 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  
Lanes: 1.00 1.52 1.48 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.92 0.08  
Final Sat: 1425 2164 2111 1425 2850 1425 1425 2850 1425 2850 2740 110

Capacity Analysis Module:  
Vol/Sat: 0.01 0.30 0.30 0.01 0.18 0.12 0.08 0.32 0.02 0.16 0.39 0.39  
Crit Vol: 427 15 450 232  
Crit Moves: \*\*\*\*\*



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Year 2015 PM Peak - Proposed Project

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 175 Level Of Service: D

Approach: North Bound East Bound West Bound

Movement	L	T	R	L	T	R	L	T	R
Control:	Protected	Protected	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	306	687	15	7	147	36	56	33	859	26	24	33
Growth Adj:	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Initial Bse:	459	1031	23	11	221	54	84	50	1289	39	36	50
Added Vol:	251	169	0	0	30	91	0	0	446	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	710	1200	23	11	251	145	84	50	1735	39	36	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	710	1200	23	11	251	145	84	50	1735	39	36	50
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	1200	23	11	251	145	84	50	1735	39	36	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	710	1200	23	11	251	145	84	50	1735	39	36	50

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.96	0.04	1.00	1.27	0.73	0.63	0.37	2.00	0.63	0.58	0.79
Final Sat:	2750	2699	51	1375	1742	1008	865	510	2750	861	795	1093

Capacity Analysis Module:

Vol/Sat:	0.26	0.44	0.44	0.01	0.14	0.14	0.10	0.10	0.63	0.05	0.05	0.05
Crit Vol:	611	11	11	11	867	867	867	867	867	62	62	62
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 68 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound

Movement	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	2	0	1	0	0	1	0

Volume Module:

Base Vol:	362	373	11	69	574	16	11	5	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	1.13	1.13
Initial Bse:	407	420	12	78	646	18	12	6	12	6	12	18	214	173
Added Vol:	66	24	16	360	42	0	0	0	71	0	0	37	273	211
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	444	28	438	688	18	12	77	12	77	12	55	487	384
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	444	28	438	688	18	12	77	12	77	12	55	487	384
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	444	28	438	688	18	12	77	12	77	12	55	487	384
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00
Final Vol:	473	444	28	438	688	18	12	77	12	77	12	55	487	384

Saturation Flow Module:

Sat/Lane:	1425	1425	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	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.95	0.05	0.14	0.86	1.00	1.00	1.00	1.00	1.12	0.88
Final Sat:	2850	2850	1425	2850	2777	73	198	1227	1425	1425	1593	1257	1425	1257

Capacity Analysis Module:

Vol/Sat:	0.17	0.16	0.02	0.15	0.25	0.25	0.06	0.06	0.01	0.04	0.31	0.31	0.31	0.31
Crit Vol:	237	353	353	353	353	353	353	353	353	353	353	353	353	353
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****	****

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Level of Service Computation Report  
Circular #38 Figueroa St / C-St / I-110 Ramps

Intersection #38 Figueroa St / C-St / I-110 Ramps  
Level of Service Computation Report  
Circular #38 Figueroa St / C-St / I-110 Ramps  
Critical Vol./Cap.(X): 0.517  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 74 106 468 0 78 84 116 279 77 415 380 29  
Growth Adj: 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20  
Initial Bse: 89 127 562 0 94 101 139 335 92 498 456 35  
Added Vol: 0 13 222 2 15 27 19 115 207 181 153 2  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 89 140 784 2 109 128 158 450 299 679 609 37  
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: 89 140 0 2 109 128 158 450 0 679 609 37  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 89 140 0 2 109 128 158 450 0 679 609 37  
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: 89 140 0 2 109 128 158 450 0 679 609 37

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

Capacity Analysis Module:  
Vol/Sat: 0.03 0.05 0.00 0.00 0.08 0.09 0.11 0.16 0.00 0.24 0.21 0.03  
Crit Vol: 44 128 225 340  
Crit Moves: \*\*\*\*

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

Intersection #53 Pacific Ave / Front St  
Level of Service Computation Report  
Circular #212 Planning Method (Future Volume Alternative)  
Critical Vol./Cap.(X): 0.477  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: A  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 407 0 16 0 0 0 0 0 187 579 8 334 0  
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13  
Initial Bse: 458 0 18 0 0 0 0 0 210 651 9 376 0  
Added Vol: 28 0 0 0 0 0 0 0 38 39 0 12 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 486 0 18 0 0 0 0 0 248 690 9 388 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 486 0 18 0 0 0 0 0 248 690 9 388 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 486 0 18 0 0 0 0 0 248 690 9 388 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: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00  
Final Sat: 1425 0 1425 0 0 0 0 0 2850 1425 1425 2850 0

Capacity Analysis Module:  
Vol/Sat: 0.34 0.00 0.01 0.00 0.00 0.00 0.00 0.09 0.48 0.01 0.14 0.00  
Crit Vol: 486 0  
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): 0.868  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 109 Level Of Service: D

\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: 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
Lanes:	0	1	0	1

Volume Module:

Base Vol:	308	26	222	8	11	31	40	440	122	59	374	6
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	370	31	266	10	13	37	48	528	146	71	449	7
Added Vol:	100	0	123	0	0	0	0	326	75	91	240	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	31	389	10	13	37	48	854	221	162	689	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	31	389	10	13	37	48	854	221	162	689	7
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	470	31	389	10	13	37	48	854	221	162	689	7
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	192	854	221	647	689	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	0.13	0.87	0.38	0.62	1.00	0.10	1.55	0.35	0.87	1.12	0.01
Final Sat:	1500	188	1312	571	929	1500	147	2329	524	1303	1680	16

Capacity Analysis Module:

Vol/Sat:	0.31	0.17	0.30	0.02	0.01	0.02	0.33	0.37	0.42	0.12	0.41	0.45
Crit Vol:	470	37	37	634	162	634	162	634	162	634	162	634
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #73 Neptune Ave / Harry Bridges Blvd  
\*\*\*\*\*

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

\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: 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
Lanes:	0	1	0	1

Volume Module:

Base Vol:	0	0	0	2	0	24	31	639	0	0	745	3
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	0	0	2	0	29	37	767	0	0	894	4
Added Vol:	0	0	0	0	0	0	0	400	0	0	340	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	29	37	1167	0	0	1234	4
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0	0	0	2	0	29	37	1167	0	0	1234	4
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	0	0	0	2	0	29	223	1167	0	0	1234	4

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.15	0.85	1.00	0.44	1.56	0.00	0.44	1.99	0.01
Final Sat:	0	3000	0	231	1269	1500	658	2342	0	0	2991	9

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.06	0.50	0.00	0.00	0.41	0.41
Crit Vol:	0	29	29	747	747	747	747	747	0	0	747	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 42 Level Of Service: A  
\*\*\*\*\*

Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 1 0 0 1 0 1 0 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 19 2 30 116 4 161 91 630 30 21 621 6  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 19 2 30 116 4 161 91 630 30 21 621 6  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 19 2 30 116 4 161 91 687 30 21 664 6  
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: 19 2 30 116 4 161 91 687 30 21 664 6  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 19 2 30 116 4 161 91 687 30 21 664 6

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: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.92 0.08 1.00 2.97 0.03  
Final Sat: 531 56 838 1425 14 1411 1425 2731 119 1425 4237 38

Capacity Analysis Module:  
Vol/Sat: 0.04 0.04 0.04 0.08 0.28 0.11 0.06 0.25 0.25 0.01 0.16 0.16  
Crit Vol: 19 400 359 21  
Crit Moves: \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418  
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 Protected Protected  
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 1 0 0 1 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 46 1 85 16 0 5 5 703 49 89 559 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 46 1 85 16 0 5 5 703 49 89 559 3  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 46 1 85 16 0 5 5 760 49 89 602 3  
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: 46 1 85 16 0 5 5 760 49 89 602 3  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 46 1 85 16 0 5 5 760 49 89 602 3

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 0.01 0.99 1.00 0.00 1.00 1.00 1.88 0.12 1.00 2.99 0.01  
Final Sat: 1425 17 1408 1425 0 1425 1425 2677 173 1425 4254 21

Capacity Analysis Module:  
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.28 0.28 0.06 0.14 0.14  
Crit Vol: 86 16 405 89  
Crit Moves: \*\*\*\*\*

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: A

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

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

Volume Module:

Base Vol: 48 149 56 208 168 81 78 850 19 35 772 199  
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: 54 168 63 234 189 91 88 956 21 39 869 224  
Added Vol: 0 0 0 0 0 0 0 103 0 0 90 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 54 168 63 234 189 91 88 1059 21 39 959 224  
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: 54 168 63 234 189 91 88 1059 21 39 959 224  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 54 168 63 234 189 91 88 1059 21 39 959 224  
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: 54 168 63 234 189 91 88 1059 21 39 959 224

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.45 0.55 1.00 1.35 0.65 1.00 2.94 0.06 1.00 3.00 1.00  
Final Sat: 1375 1999 751 1375 1855 895 1375 4043 82 1375 4125 1375

Capacity Analysis Module:  
Vol/Sat: 0.04 0.08 0.08 0.17 0.10 0.10 0.06 0.26 0.26 0.03 0.23 0.16  
Crit Vol: 115 234 88  
Crit Moves: \*\*\*\*

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 60 Level Of Service: B

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

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

Volume Module:

Base Vol: 347 467 0 0 323 239 448 0 359 0 0 0  
Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13  
Initial Bse: 390 525 0 0 363 269 504 0 404 0 0 0  
Added Vol: 0 40 0 0 77 2 67 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 390 565 0 0 440 271 571 0 404 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 390 565 0 0 440 271 571 0 404 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 390 565 0 0 440 271 571 0 404 0 0 0  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 390 565 0 0 440 271 571 0 404 0 0 0

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

Capacity Analysis Module:  
Vol/Sat: 0.27 0.20 0.00 0.00 0.15 0.19 0.23 0.00 0.23 0.00 0.00 0.00  
Crit Vol: 390 271 325  
Crit Moves: \*\*\*\*



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China Shipping EIR  
Year 2030 AM Peak - Proposed Project  
Scenario Report

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

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Year 2030 AM Peak - Proposed Project  
Trip Generation Report

Forecast for 2030 AM Peak

Zone #	Subzone	Amount	Units	Rate		Trips		Trips Total	% Of Trips Total
				In	Out	In	Out		
1	YML Autos	1.00	YML Autos	9.00	22.00	9	22	31	0.6
	Zone 1 Subtotal					9	22	31	0.6
2	YML Trucks	1.00	YML Trucks	53.00	101.00	53	101	154	3.0
	Zone 2 Subtotal					53	101	154	3.0
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.6
	Zone 3 Subtotal					61	73	134	2.6
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	7.9
	Zone 4 Subtotal					170	238	408	7.9
5	Related Proj	1.00	Gas Station w/	61.00	61.00	61	61	122	2.4
	Zone 5 Subtotal					61	61	122	2.4
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.5
	Zone 7 Subtotal					73	58	131	2.5
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	8.9
	Zone 8 Subtotal					244	215	459	8.9
9	Related Proj	1.00	Gas Station w/	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.4
	Zone 10 Subtotal					72	50	122	2.4
11	China Shippi	1.00	China Shipping	60.00	61.00	60	61	121	2.3
	Zone 11 Subtotal					60	61	121	2.3
12	China Shippi	1.00	China Shipping	281.00	184.00	281	184	465	9.0
	Zone 12 Subtotal					281	184	465	9.0
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	24.4
	Zone 13 Subtotal					524	740	1264	24.4
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.1
	Zone 14 Subtotal					65	43	108	2.1
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.1

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Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
	Zone 15 Subtotal					54	54	108 2.1
17	Wilmington W 1.00 Zone 2A			14.00	6.00	14	6	20 0.4
	Zone 17 Subtotal					14	6	20 0.4
18	Wilmington W 1.00 Zone 2B			14.00	6.00	14	6	20 0.4
	Zone 18 Subtotal					14	6	20 0.4
19	Wilmington W 1.00 Zone 2C			14.00	6.00	14	6	20 0.4
	Zone 19 Subtotal					14	6	20 0.4
20	Wilmington W 1.00 Zone 2D			13.00	5.00	13	5	18 0.3
	Zone 20 Subtotal					13	5	18 0.3
21	Wilmington W 1.00 Zone 3			26.00	27.00	26	27	53 1.0
	Zone 21 Subtotal					26	27	53 1.0
22	Related Proj 1.00 Target			75.00	75.00	75	75	150 2.9
22	Related Proj 1.00 135 Single Fam			51.00	51.00	51	51	102 2.0
	Zone 22 Subtotal					126	126	252 4.9
23	Related Proj 1.00 5000 SF Retail			26.00	26.00	26	26	52 1.0
23	Related Proj 1.00 220 Unit Apart			33.00	33.00	33	33	66 1.3
23	Related Proj 1.00 Police + Offic			422.00	422.00	422	422	844 16.3
23	Related Proj 1.00 72 Condos + 7k			20.00	20.00	20	20	40 0.8
23	Related Proj 1.00 251 Condos + 4			39.00	39.00	39	39	78 1.5
	Zone 23 Subtotal					540	540	1080 20.9

TOTAL ..... 2517 2655 5172 100.0

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Zone	Percent Of Trips Distribution										
	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	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	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	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0	
11	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	
12	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	
13	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	
15	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	
16	0.0	0.0	0.0	0.0	0.0	0.0	10.0	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	20.0	
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	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	20.0	
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	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	20.0	
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	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	

To Gates  
12

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To Gates

12

Zone -----

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

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Impact Analysis Report  
 Level Of Service

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 21 Avalon Ave / Harry Bridges Blvd	A xxxxx 0.413	B xxxxx 0.607	+ 0.194 V/C
# 23 Alameda St / Anaheim St	D xxxxx 0.898	E xxxxx 0.981	+ 0.082 V/C
# 26 Henry Ford Ave / Anaheim St	C xxxxx 0.717	C xxxxx 0.742	+ 0.026 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx 0.337	A xxxxx 0.402	+ 0.066 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	C xxxxx 0.720	D xxxxx 0.809	+ 0.089 V/C
# 34 John S. Gibson / I-110 NB Ram	B xxxxx 0.619	C xxxxx 0.738	+ 0.119 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx 0.463	A xxxxx 0.564	+ 0.102 V/C
# 53 Pacific Ave / Front St	A xxxxx 0.579	A xxxxx 0.599	+ 0.020 V/C
# 72 Fries Ave / Harry Bridges Blvd	B xxxxx 0.654	E xxxxx 0.942	+ 0.288 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx 0.324	A xxxxx 0.433	+ 0.110 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx 0.312	A xxxxx 0.327	+ 0.015 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx 0.354	A xxxxx 0.368	+ 0.015 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx 0.419	A xxxxx 0.437	+ 0.018 V/C
#110 John S. Gibson / Channel Stree	B xxxxx 0.643	B xxxxx 0.655	+ 0.012 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx 0.297	A xxxxx 0.411	+ 0.114 V/C
#212 Navy Way / Seaside	D xxxxx 0.835	E xxxxx 0.918	+ 0.084 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): 0.607  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: B  
\*\*\*\*\*

Approach: North 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 0 1 0 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 34 280 8 16 250 8  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 63 68 24 23 59 97 163 732 53 33 884 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 97 163 732 53 33 884 78  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 63 68 24 23 59 97 163 732 53 33 884 78  
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 97 651 732 53 131 884 78

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: 0.81 0.88 0.31 0.26 0.74 1.00 0.71 1.22 0.07 0.07 1.79 0.14  
Final Sat: 1221 1310 469 391 1109 1500 1063 1827 110 110 2676 214

Capacity Analysis Module:  
Vol/Sat: 0.05 0.05 0.05 0.06 0.05 0.06 0.15 0.40 0.48 0.30 0.33 0.36  
Crit Vol: 63 97 718 33  
Crit Moves: \*\*\*\*

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

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

\*\*\*\*\*  
Intersection #23 Alameda St / Anaheim St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.981  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: E  
\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 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: 7 218 42 0 204 0 0 31 5 43 37 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 28 447 539 7 570 147 156 1480 28 643 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: 28 447 539 7 570 147 156 1480 28 643 1131 37  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 28 447 539 7 570 147 156 1480 28 643 1131 37  
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: 28 447 539 7 570 147 156 1480 28 643 1131 37

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.36 1.64 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.94 0.06  
Final Sat: 1425 1939 2336 1425 2850 1425 1425 2850 1425 2850 2760 90

Capacity Analysis Module:  
Vol/Sat: 0.02 0.23 0.23 0.00 0.20 0.10 0.11 0.52 0.02 0.23 0.41 0.41  
Crit Vol: 329 7  
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 #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 72

Approach: North Bound  
Movement: L - T - R

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

Volume Module:

Base Vol: 146  
Growth Adj: 1.75  
Initial Bse: 256 110 152 67 173 23 18 1419 441 93 1122 123  
Added Vol: 0 0 0 0 0 0 0 73 0 0 81 0  
PasserByVol: 0  
Initial Fut: 256 110 152 67 173 23 18 1492 441 93 1203 123  
User Adj: 1.00  
PHF Adj: 1.00  
PHF Volume: 256 110 152 67 173 23 18 1492 0 93 1203 123  
Reduced Vol: 0  
PCE Adj: 1.00  
MLF Adj: 1.00  
Final Vol: 256 110 152 67 173 23 18 1492 0 93 1203 123

Saturation Flow Module:  
Sat/Lane: 1425  
Adjustment: 1.00  
Lanes: 2.00 1.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00  
Final Sat: 2850 1425 1425 1425 3779 496 1425 2850 1425 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.09 0.08 0.11 0.05 0.05 0.05 0.01 0.52 0.00 0.07 0.42 0.09  
Crit Vol: 152 67 746 93  
Crit Moves: \*\*\*\*

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Year 2030 AM Peak - Proposed Project

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

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

Cycle (sec): 100  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 38

Approach: North Bound  
Movement: L - T - R

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

Volume Module:

Base Vol: 503 231  
Growth Adj: 1.50  
Initial Bse: 755 347 0 0 248 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 127 15 0 0 70 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0  
Initial Fut: 882 362 0 0 318 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
User Adj: 1.00  
PHF Adj: 1.00  
PHF Volume: 882 362 0 0 318 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0  
PCE Adj: 1.00  
MLF Adj: 1.00  
Final Vol: 882 362 0 0 318 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:  
Sat/Lane: 1500  
Adjustment: 1.00  
Lanes: 2.00 2.00 0.00 0.00 1.95 0.05 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
Final Sat: 3000 3000 0 0 2931 69 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.29 0.12 0.00 0.00 0.11 0.11 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
Crit Vol: 441 163  
Crit Moves: \*\*\*\*

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 119 Level Of Service: D

Approach: North Bound East Bound West Bound

Movement	L	T	R	L	T	R	L	T	R
Control:	Protected	Protected	Split Phase	Protected	Protected	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Ovl	Ovl	Include	Ovl	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	306	638	26	28	118	48	84	57	860	20	13	13
Growth Adj:	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Initial Bse:	459	957	39	42	177	72	126	86	1290	30	20	20
Added Vol:	177	142	0	0	15	55	0	0	280	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	636	1099	39	42	192	127	126	86	1570	30	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	636	1099	39	42	192	127	126	86	1570	30	20	20
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	636	1099	39	42	192	127	126	86	1570	30	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	636	1099	39	42	192	127	126	86	1570	30	20	20

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.93	0.07	1.00	1.20	0.80	0.60	0.40	2.00	0.87	0.57	0.56
Final Sat:	2750	2656	94	1375	1655	1095	819	556	2750	1196	777	777

Capacity Analysis Module:

Vol/Sat:	0.23	0.41	0.41	0.03	0.12	0.12	0.15	0.15	0.15	0.57	0.03	0.03
Crit Vol:	569	42	42	42	42	42	42	42	42	785	35	35
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 71 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound

Movement	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	2	0	1	0	0	1	0

Volume Module:

Base Vol:	797	372	13	61	427	7	16	10	8	21	104	44
Growth Adj:	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Initial Bse:	996	465	16	76	534	9	20	13	10	26	130	55
Added Vol:	32	23	11	318	20	0	0	64	0	18	164	123
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1028	488	27	394	554	9	20	77	10	44	294	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1028	488	27	394	554	9	20	77	10	44	294	178
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1028	488	27	394	554	9	20	77	10	44	294	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	1028	488	27	394	554	9	20	77	10	44	294	178

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	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	1.97	0.03	0.21	0.79	1.00	1.00	1.25	0.75
Final Sat:	2850	2850	1425	2850	2806	44	295	1130	1425	1425	1775	1075

Capacity Analysis Module:

Vol/Sat:	0.36	0.17	0.02	0.14	0.20	0.20	0.07	0.07	0.01	0.03	0.17	0.17
Crit Vol:	514	281	20	281	20	20	20	20	20	236	236	236
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level of Service Computation Report  
Circular #38 Figueroa St / C-St / I-110 Ramps

Intersection #38 Figueroa St / C-St / I-110 Ramps  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.564  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: A  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 48 69 339 0 68 64 94 396 102 366 268 21  
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40  
Initial Bse: 67 97 475 0 95 90 132 554 143 512 375 29  
Added Vol: 0 7 138 2 5 29 34 89 185 148 128 2  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 67 104 613 2 100 119 166 643 328 660 503 31  
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: 67 104 0 2 100 119 166 643 0 660 503 31  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 67 104 0 2 100 119 166 643 0 660 503 31  
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: 67 104 0 2 100 119 166 643 0 660 503 31

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

Capacity Analysis Module:  
Vol/Sat: 0.02 0.04 0.00 0.00 0.07 0.08 0.12 0.23 0.00 0.23 0.18 0.02  
Crit Vol: 34 119 322 330  
Crit Moves: \*\*\*\*

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Level of Service Computation Report  
Circular #12 Planning Method (Future Volume Alternative)

Intersection #53 Pacific Ave / Front St  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.599  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 62 Level Of Service: A  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 487 0 24 0 0 0 0 0 347 399 21 215  
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25  
Initial Bse: 609 0 30 0 0 0 0 0 434 499 26 269  
Added Vol: 19 0 0 0 0 0 0 0 19 19 0 15  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 628 0 30 0 0 0 0 0 453 518 26 284  
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: 628 0 30 0 0 0 0 0 453 518 26 284  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 628 0 30 0 0 0 0 0 453 518 26 284  
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: 628 0 30 0 0 0 0 0 453 518 26 284

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

Capacity Analysis Module:  
Vol/Sat: 0.44 0.00 0.02 0.00 0.00 0.00 0.00 0.16 0.36 0.02 0.10 0.00  
Crit Vol: 628 0 226 142  
Crit Moves: \*\*\*\*

Port of Los Angeles  
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Level of Service Computation Report  
Circular #72 Fries Ave / Harry Bridges Blvd  
Future Volume Alternative

Intersection #72 Fries Ave / Harry Bridges Blvd  
Level of Service: E  
Loss Time (sec): 180  
Optimal Cycle: 180  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 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 0 189 77 94 184 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 395 28 232 8 20 14 24 598 482 335 604 1  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 395 28 232 8 20 14 24 598 482 335 604 1  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 395 28 232 8 20 14 24 598 482 335 604 1  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 395 28 232 8 20 14 48 598 482 1339 604 1

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 0.29 0.71 0.40 0.93 0.67 0.04 1.11 0.85 1.00 0.99 0.01  
Final Sat: 1500 439 1061 600 1400 1000 66 1652 1282 1500 1498 2  
Capacity Analysis Module:  
Vol/Sat: 0.26 0.06 0.22 0.01 0.01 0.01 0.36 0.36 0.38 0.22 0.40 0.65  
Crit Vol: 395 21 24 24 24 24 24 24 24 24 24 24  
Crit Moves: \*\*\*\*

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Level of Service Computation Report  
Circular #73 Neptune Ave / Harry Bridges Blvd  
Future Volume Alternative

Intersection #73 Neptune Ave / Harry Bridges Blvd  
Level of Service: A  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 25  
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 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0

Volume Module:  
Base Vol: 0 0 0 2 0 26 18 603 0 0 461 1  
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40  
Initial Bse: 0 0 0 3 0 36 25 844 0 0 645 1  
Added Vol: 0 0 0 0 0 0 0 266 0 0 291 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
User Adj: 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  
PHF Volume: 0 0 0 3 0 36 25 1110 0 0 936 1  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 0 0 0 3 0 36 101 1110 0 0 936 1

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 0.00 2.00 0.00 0.14 0.86 1.00 0.19 1.81 0.00 0.00 1.99 0.01  
Final Sat: 0 3000 0 214 1286 1500 285 2715 0 0 2996 4  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.09 0.41 0.00 0.00 0.31 0.31  
Crit Vol: 0 36 613 613 613 613 613 613 613 613 613  
Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*

Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 1 0 0 1 0 1 0 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 19 0 23 182 0 58 68 477 21 34 415 2  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 19 0 23 182 0 58 68 477 21 34 415 2  
Added Vol: 0 0 0 0 0 0 0 0 42 0 0 41 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 19 0 23 182 0 58 68 519 21 34 456 2  
User Adj: 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  
PHF Volume: 19 0 23 182 0 58 68 519 21 34 456 2  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 19 0 23 182 0 58 68 519 21 34 456 2

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 0.45 0.00 0.55 1.52 0.00 0.48 1.00 1.92 0.08 1.00 2.99 0.01  
Final Sat: 645 0 780 2161 0 689 1425 2739 111 1425 4256 19

Capacity Analysis Module:  
Vol/Sat: 0.03 0.00 0.03 0.08 0.00 0.08 0.05 0.19 0.19 0.02 0.11 0.11  
Crit Vol: 42 120 270 34  
Crit Moves: \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A  
\*\*\*\*\*

Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
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 1 0 1 0 1 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 47 2 81 2 81 8 0 1 2 603 59 82 411 5  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 47 2 81 2 81 8 0 1 2 603 59 82 411 5  
Added Vol: 0 0 0 0 0 0 0 0 0 42 0 0 41 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 47 2 81 2 81 8 0 1 2 645 59 82 452 5  
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: 47 2 81 2 81 8 0 1 2 645 59 82 452 5  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 47 2 81 2 81 8 0 1 2 645 59 82 452 5

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 0.02 0.98 1.00 0.00 1.00 1.00 1.83 0.17 1.00 2.97 0.03  
Final Sat: 1425 34 1391 1425 0 1425 1425 2611 239 1425 4228 47

Capacity Analysis Module:  
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.25 0.25 0.06 0.11 0.11  
Crit Vol: 83 8 352 82  
Crit Moves: \*\*\*\*\*

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 40 Level Of Service: A

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

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

Volume Module:  
Base Vol: 42 108 40 79 108 69 44 765 24 45 746 175  
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: 53 135 50 99 135 86 55 956 30 56 932 219  
Added Vol: 0 0 0 0 0 0 0 73 0 0 81 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 53 135 50 99 135 86 55 1029 30 56 1014 219  
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: 53 135 50 99 135 86 55 1029 30 56 1014 219  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 53 135 50 99 135 86 55 1029 30 56 1014 219  
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: 53 135 50 99 135 86 55 1029 30 56 1014 219

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.46 0.54 1.00 1.22 0.78 1.00 2.92 0.08 1.00 3.00 1.00  
Final Sat: 1375 2007 743 1375 1678 1072 1375 4008 117 1375 4125 1375

Capacity Analysis Module:  
Vol/Sat: 0.04 0.07 0.07 0.07 0.08 0.08 0.04 0.26 0.26 0.04 0.25 0.16  
Crit Vol: 93 99 353 56  
Crit Moves: \*\*\*\*

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655  
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: Permitted Permitted Protected Protected  
Rights: Include Include Include Include  
Min. Green: 1 0 2 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0  
Lanes: 1 0 2 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0

Volume Module:  
Base Vol: 265 415 0 0 264 171 594 0 257 0 0 0  
Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25  
Initial Bse: 331 519 0 0 330 214 743 0 321 0 0 0  
Added Vol: 0 34 0 0 38 1 32 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 331 553 0 0 368 215 775 0 321 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 331 553 0 0 368 215 775 0 321 0 0 0  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 331 553 0 0 368 215 775 0 321 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 331 553 0 0 368 215 775 0 321 0 0 0

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

Capacity Analysis Module:  
Vol/Sat: 0.23 0.19 0.00 0.00 0.13 0.15 0.27 0.00 0.23 0.00 0.00 0.00  
Crit Vol: 331 215 387 0  
Crit Moves: \*\*\*\*

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

Intersection #128 Broad Ave / Harry Bridges Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*

Approach: North 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 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 0 295 0 0 276 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1 10 25 22 7 104 60 611 4 66 758 14  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 1 10 25 22 7 104 60 611 4 66 758 14  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1 10 25 22 7 104 60 611 4 66 758 14  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 1 10 25 22 7 104 241 611 4 132 758 14

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 0.08 0.92 1.00 0.34 0.66 1.00 0.24 1.75 0.01 0.17 1.80 0.03  
Final Sat: 115 1385 1500 505 995 1500 365 2621 15 256 2698 47

Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.02 0.04 0.01 0.07 0.17 0.23 0.29 0.26 0.28 0.30  
Crit Vol: 1 104 60 452  
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 #212 Navy Way / Seaside  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.918  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: E  
\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Ignore Include Include Include  
Min. Green: 2 0 0 0 1 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 0 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  
Initial Bse: 103 0 1113 0 0 0 0 3081 149 223 2646 0  
Added Vol: 0 0 0 0 0 0 0 357 0 0 300 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 103 0 1113 0 0 0 0 3438 149 223 2946 0  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 103 0 0 0 0 0 0 3438 149 223 2946 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 103 0 0 0 0 0 0 3438 149 223 2946 0  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 103 0 0 0 0 0 0 3438 149 223 2946 0

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

Capacity Analysis Module:  
Vol/Sat: 0.04 0.00 0.00 0.00 0.00 0.00 0.00 0.80 0.10 0.08 0.69 0.00  
Crit Vol: 51 0 1146 111  
Crit Moves: \*\*\*\*

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

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

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

Forecast for 2030 PM Peak

Zone #	Subzone	Amount	Units	Rate	In	Out	Trips	In	Out	Trips	Total % Of
1	YML Autos	1.00	YML Autos	21.00	17.00		21	17	38	0.5	38
	Zone 1 Subtotal						21	17	38	0.5	38
2	YML Trucks	1.00	YML Trucks	41.00	51.00		41	51	92	1.3	92
	Zone 2 Subtotal						41	51	92	1.3	92
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00		67	110	177	2.5	177
	Zone 3 Subtotal						67	110	177	2.5	177
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00		132	181	313	4.5	313
	Zone 4 Subtotal						132	181	313	4.5	313
5	Related Proj	1.00	Gas Station w/	81.00	81.00		81	81	162	2.3	162
	Zone 5 Subtotal						81	81	162	2.3	162
6	Related Proj	1.00	Church + Theat	80.00	55.00		80	55	135	1.9	135
	Zone 6 Subtotal						80	55	135	1.9	135
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00		138	124	262	3.8	262
	Zone 7 Subtotal						138	124	262	3.8	262
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00		160	144	304	4.4	304
	Zone 8 Subtotal						160	144	304	4.4	304
9	Related Proj	1.00	Gas Station w/	24.00	24.00		24	24	48	0.7	48
	Zone 9 Subtotal						24	24	48	0.7	48
10	Related Proj	1.00	Warehouse / Di	9.00	102.00		9	102	111	1.6	111
	Zone 10 Subtotal						9	102	111	1.6	111
11	China Shippi	1.00	China Shipping	56.00	108.00		56	108	164	2.4	164
	Zone 11 Subtotal						56	108	164	2.4	164
12	China Shippi	1.00	China Shipping	219.00	278.00		219	278	497	7.1	497
	Zone 12 Subtotal						219	278	497	7.1	497
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00		1456	1325	2781	39.9	2781
	Zone 13 Subtotal						1456	1325	2781	39.9	2781
14	Related Proj	1.00	Night Club + S	217.00	127.00		217	127	344	4.9	344
	Zone 14 Subtotal						217	127	344	4.9	344
15	Related Proj	1.00	Fast Food Rest	42.00	42.00		42	42	84	1.2	84

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Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total	
				In	Out	In	Out		
	Zone 15 Subtotal					42	42	84	1.2
17	Wilmington W 1.00 Zone 2A			28.00	29.00	28	29	57	0.8
	Zone 17 Subtotal					28	29	57	0.8
18	Wilmington W 1.00 Zone 2B			28.00	29.00	28	29	57	0.8
	Zone 18 Subtotal					28	29	57	0.8
19	Wilmington W 1.00 Zone 2C			28.00	29.00	28	29	57	0.8
	Zone 19 Subtotal					28	29	57	0.8
20	Wilmington W 1.00 Zone 2D			28.00	28.00	28	28	56	0.8
	Zone 20 Subtotal					28	28	56	0.8
21	Wilmington W 1.00 Zone 3			98.00	51.00	98	51	149	2.1
	Zone 21 Subtotal					98	51	149	2.1
22	Related Proj 1.00 Target			197.00	197.00	197	197	394	5.7
22	Related Proj 1.00 135 Single Fam			68.00	68.00	68	68	136	2.0
	Zone 22 Subtotal					265	265	530	7.6
23	Related Proj 1.00 5000 SF Retail			43.00	43.00	43	43	86	1.2
23	Related Proj 1.00 220 Unit Apart			43.00	43.00	43	43	86	1.2
23	Related Proj 1.00 Police + Offic			136.00	136.00	136	136	272	3.9
23	Related Proj 1.00 72 Condos + 7k			32.00	32.00	32	32	64	0.9
23	Related Proj 1.00 251 Condos + 4			23.00	23.00	23	23	46	0.7
	Zone 23 Subtotal					277	277	554	7.9
TOTAL						3495	3477	6972	100.0

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Zone	Percent Of Trips Distribution										
	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	6.0	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	0.0	0.0	40.0	0.0	0.0	0.0	20.0
18	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0
20	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0
21	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

To Gates

12

Zone

1	1.0
2	3.0
3	2.0
4	9.0
5	0.0
6	0.0
7	0.0
8	10.0
9	10.0
10	15.0
11	1.0
12	3.0
13	0.0
14	0.0
15	0.0
16	0.0
17	0.0
18	0.0
19	0.0
20	0.0
21	0.0
22	0.0
23	0.0
TOTAL	6972

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To Gates  
12

Zone	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 Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 21 Avalon Ave / Harry Bridges Blvd	A xxxxx 0.434	C xxxxx 0.780	+ 0.346 V/C
# 23 Alameda St / Anaheim St	D xxxxx 0.848	E xxxxx 0.952	+ 0.104 V/C
# 26 Henry Ford Ave / Anaheim St	F xxxxx 1.004	F xxxxx 1.037	+ 0.033 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx 0.487	A xxxxx 0.569	+ 0.082 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	E xxxxx 0.983	F xxxxx 1.115	+ 0.132 V/C
# 34 John S. Gibson / I-110 NB Ram	A xxxxx 0.578	C xxxxx 0.738	+ 0.160 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx 0.460	A xxxxx 0.563	+ 0.103 V/C
# 53 Pacific Ave / Front St	A xxxxx 0.504	A xxxxx 0.525	+ 0.022 V/C
# 72 Fries Ave / Harry Bridges Blvd	B xxxxx 0.671	D xxxxx 0.880	+ 0.209 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx 0.400	A xxxxx 0.562	+ 0.162 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx 0.540	A xxxxx 0.555	+ 0.015 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx 0.398	A xxxxx 0.413	+ 0.015 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxx 0.587	B xxxxx 0.607	+ 0.020 V/C
#110 John S. Gibson / Channel Stree	C xxxxx 0.750	C xxxxx 0.766	+ 0.016 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx 0.400	B xxxxx 0.615	+ 0.215 V/C
#212 Navy Way / Seaside	D xxxxx 0.860	E xxxxx 0.983	+ 0.123 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): 0.780  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 65 Level Of Service: C

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

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

Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 0 1 0 1 0

Volume Module:

Table with 12 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol. Rows include data for North and East Bound movements.

Saturation Flow Module:

Table with 2 columns: Sat/Lane, Adjustment. Rows include data for North and East Bound movements.

Lanes: 0.66 0.93 0.41 0.26 0.74 1.00 0.72 1.17 0.11 0.21 1.70 0.09

Final Sat: 995 1394 612 384 1116 1500 1073 1761 167 313 2557 130

Capacity Analysis Module:

Table with 2 columns: Vol/Sat, Crit Vol. Rows include data for North and East Bound movements.

Crit Moves: \*\*\*\*\*

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\*\*\*\*\*  
Intersection #23 Alameda St / Anaheim St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.952  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: E

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

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

Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 2 0 1 1 0

Volume Module:

Table with 12 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol. Rows include data for North and South Bound movements.

Saturation Flow Module:

Table with 2 columns: Sat/Lane, Adjustment. Rows include data for North and South Bound movements.

Lanes: 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 2.00 1.00 1.00

Final Sat: 1425 1999 2276 1425 2850 1425 1425 2850 1425 2850 2740 110

Capacity Analysis Module:

Table with 2 columns: Vol/Sat, Crit Vol. Rows include data for North and South Bound movements.

Crit Moves: \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #26 Henry Ford Ave / Anaheim St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 1.037  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 345 249 36 87 80 26 15 993 160 36 811 84  
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: 604 436 63 152 140 46 26 1738 280 63 1419 147  
Added Vol: 0 0 0 0 0 0 0 95 0 0 84 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 604 436 63 152 140 46 26 1833 280 63 1503 147  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 604 436 63 152 140 46 26 1833 0 63 1503 147  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 604 436 63 152 140 46 26 1833 0 63 1503 147  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 604 436 63 152 140 46 26 1833 0 63 1503 147

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: 1.74 1.26 1.00 1.00 2.26 0.74 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat: 2483 1792 1425 1425 3226 1049 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.24 0.24 0.04 0.11 0.04 0.04 0.02 0.64 0.00 0.04 0.53 0.10  
Crit Vol: 347 152 916 63  
Crit Moves: \*\*\*\*\*

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\*\*\*\*\*  
Intersection #31 Harbor Blvd / SR-47 WB On-Ramp  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.569  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 53 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 549 230 0 0 176 5 0 0 0 0 0 0 0  
Growth Adj: 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00  
Initial Bse: 1098 460 0 0 352 10 0 0 0 0 0 0 0  
Added Vol: 157 10 0 0 90 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1255 470 0 0 442 10 0 0 0 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 1255 470 0 0 442 10 0 0 0 0 0 0  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 1255 470 0 0 442 10 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 1255 470 0 0 442 10 0 0 0 0 0 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 2.00 0.00 0.00 1.96 0.04 0.00 0.00 0.00 0.00 0.00 0.00  
Final Sat: 3000 3000 0 0 2934 66 0 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.42 0.16 0.00 0.00 0.15 0.15 0.00 0.00 0.00 0.00 0.00 0.00  
Crit Vol: 628 226 0  
Crit Moves: \*\*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 1.115

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Approach: North Bound East Bound West Bound

Movement	L	T	R	L	T	R	L	T	R
Control:	Protected	Protected	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	306	687	15	7	147	36	56	33	859	26	24	33
Growth Adj:	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Initial Bse:	612	1374	30	14	294	72	112	66	1718	52	48	66
Added Vol:	251	167	0	0	25	65	0	0	446	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	863	1541	30	14	319	137	112	66	2164	52	48	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	863	1541	30	14	319	137	112	66	2164	52	48	66
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	863	1541	30	14	319	137	112	66	2164	52	48	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	863	1541	30	14	319	137	112	66	2164	52	48	66

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.96	0.04	1.00	1.40	0.60	0.63	0.37	2.00	0.63	0.58	0.79
Final Sat:	2750	2697	53	1375	1924	826	865	510	2750	861	795	1093

Capacity Analysis Module:

Vol/Sat:	0.31	0.57	0.01	0.17	0.17	0.13	0.13	0.13	0.79	0.06	0.06	0.06
Crit Vol:	786	14	14	14	14	14	14	14	1082	83	83	83
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 71 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound

Movement	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	2	0	1	0	0	1	0

Volume Module:

Base Vol:	362	373	11	69	574	16	11	5	11	16	190	154
Growth Adj:	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Initial Bse:	453	466	14	86	718	20	14	6	14	20	238	193
Added Vol:	66	24	13	262	40	0	0	51	0	28	197	153
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	518	490	27	348	758	20	14	57	14	48	435	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	518	490	27	348	758	20	14	57	14	48	435	346
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	490	27	348	758	20	14	57	14	48	435	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	518	490	27	348	758	20	14	57	14	48	435	346

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	1.95	0.05	0.19	0.81	1.00	1.00	1.11	0.89
Final Sat:	2850	2850	1425	2850	2777	73	276	1149	1425	1425	1588	1262

Capacity Analysis Module:

Vol/Sat:	0.18	0.17	0.02	0.12	0.27	0.27	0.05	0.05	0.01	0.03	0.27	0.27
Crit Vol:	259	389	14	389	14	14	14	14	14	390	390	390
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: A

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

Control: Protected Permitted Protected Protected  
Rights: Ignore Include Ignore Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 2 0 1 1 0 1 0 1 0 2 0 1 2 0 2 0 1

Volume Module:

Table with 18 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol. Rows include Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.

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

\*\*\*\*\*  
Intersection #53 Pacific Ave / Front St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A

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

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

Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 1 0 2 0 0

Volume Module:

Table with 18 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol. Rows include Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, and 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): 0.880  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 120 Level Of Service: D

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

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

Volume Module:

Base Vol:	308	26	222	8	11	31	40	440	122	59	374	6
Growth Adj:	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
Initial Bse:	431	36	311	11	15	43	56	616	171	83	524	8
Added Vol:	81	0	100	0	0	0	0	261	59	73	195	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	512	36	411	11	15	43	56	877	230	156	719	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	512	36	411	11	15	43	56	877	230	156	719	8
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	36	411	11	15	43	56	877	230	156	719	8
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	4.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	512	36	411	22	15	43	112	877	230	622	719	8

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	0.38	0.62	1.00	0.10	1.52	0.38	0.75	1.24	0.01
Final Sat:	1500	215	1285	571	929	1500	152	2283	566	1123	1859	19

Capacity Analysis Module:

Vol/Sat:	0.34	0.17	0.32	0.02	0.02	0.03	0.37	0.38	0.41	0.14	0.39	0.45
Crit Vol:	512	43	43	609	156	156	609	156	156	156	156	156
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #73 Neptune Ave / Harry Bridges Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562  
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

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

Volume Module:

Base Vol:	0	0	0	2	0	24	31	639	0	0	745	3
Growth Adj:	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
Initial Bse:	0	0	0	3	0	34	43	895	0	0	1043	4
Added Vol:	0	0	0	0	0	0	0	320	0	0	277	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	34	43	1215	0	0	1320	4
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	34	43	1215	0	0	1320	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	6.00	1.00	1.00	4.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	0	0	0	3	0	34	260	1215	0	0	1320	4

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.15	0.85	1.00	0.50	1.50	0.00	0.00	1.99	0.01
Final Sat:	0	3000	0	231	1269	1500	750	2250	0	0	2990	10

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.06	0.54	0.00	0.00	0.44	0.44
Crit Vol:	0	34	34	810	156	156	810	156	156	156	156	156
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 42 Level Of Service: A  
\*\*\*\*\*

Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 1 0 0 1 0 1 0 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 19 2 30 116 4 161 91 630 30 21 621 6  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 19 2 30 116 4 161 91 630 30 21 621 6  
Added Vol: 0 0 0 0 0 0 0 0 43 0 0 32 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 19 2 30 116 4 161 91 673 30 21 653 6  
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: 19 2 30 116 4 161 91 673 30 21 653 6  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 19 2 30 116 4 161 91 673 30 21 653 6  
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: 19 2 30 116 4 161 91 673 30 21 653 6

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: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03  
Final Sat: 531 56 838 1425 14 1411 1425 2728 122 1425 4236 39

Capacity Analysis Module:  
Vol/Sat: 0.04 0.04 0.04 0.08 0.28 0.11 0.06 0.25 0.25 0.01 0.15 0.15  
Crit Vol: 19 400 352 21  
Crit Moves: \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413  
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 Protected Protected  
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 1 0 0 1 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 46 1 85 16 0 5 5 703 49 89 559 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 46 1 85 16 0 5 5 703 49 89 559 3  
Added Vol: 0 0 0 0 0 0 0 0 43 0 0 32 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 46 1 85 16 0 5 5 746 49 89 591 3  
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: 46 1 85 16 0 5 5 746 49 89 591 3  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 46 1 85 16 0 5 5 746 49 89 591 3  
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: 46 1 85 16 0 5 5 746 49 89 591 3

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 0.01 0.99 1.00 0.00 1.00 1.00 1.88 0.12 1.00 2.98 0.02  
Final Sat: 1425 17 1408 1425 0 1425 1425 2674 176 1425 4253 22

Capacity Analysis Module:  
Vol/Sat: 0.03 0.06 0.06 0.01 0.00 0.00 0.00 0.28 0.28 0.06 0.14 0.14  
Crit Vol: 86 16 398 89  
Crit Moves: \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #94 Santa Fe Ave / Anaheim St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 58 Level Of Service: B

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

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 1 0 1 0 1 0 2 1 0 1 0 3 0 1  
-----

Volume Module:  
Base Vol: 48 149 56 208 168 81 78 850 19 35 772 199

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: 60 186 70 260 210 101 98 1063 24 44 965 249  
Added Vol: 0 0 0 0 0 0 0 95 0 0 84 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 60 186 70 260 210 101 98 1158 24 44 1049 249  
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: 60 186 70 260 210 101 98 1158 24 44 1049 249  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 60 186 70 260 210 101 98 1158 24 44 1049 249  
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: 60 186 70 260 210 101 98 1158 24 44 1049 249

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.45 0.55 1.00 1.35 0.65 1.00 2.94 0.06 1.00 3.00 1.00  
Final Sat: 1375 1999 751 1375 1855 895 1375 4042 83 1375 4125 1375

Capacity Analysis Module:  
Vol/Sat: 0.04 0.09 0.09 0.19 0.11 0.11 0.07 0.29 0.29 0.03 0.25 0.18  
Crit Vol: 128 260 98  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #110 John S. Gibson / Channel Street  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 80 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 Permitted Permitted  
Rights: Include Include Include Include Include Include  
Min. Green: 1 0 2 0 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0 0 0

Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 1 0 1 0 0 0 0 0 0  
-----

Volume Module:  
Base Vol: 347 467 0 0 323 239 448 0 359 0 0 0 0

Growth Adj: 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25  
Initial Bse: 434 584 0 0 404 299 560 0 449 0 0 0 0  
Added Vol: 0 36 0 0 66 1 66 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 434 620 0 0 470 300 626 0 449 0 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 434 620 0 0 470 300 626 0 449 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 434 620 0 0 470 300 626 0 449 0 0 0 0  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 434 620 0 0 470 300 626 0 449 0 0 0 0

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

Capacity Analysis Module:  
Vol/Sat: 0.30 0.22 0.00 0.00 0.16 0.21 0.25 0.00 0.25 0.00 0.00 0.00  
Crit Vol: 434 300 358  
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): 0.615  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: B  
\*\*\*\*\*

Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0

Volume Module:  
Base Vol: 1 6 87 5 3 48 115 507 0 26 236 28  
Growth Adj: 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40  
Initial Bse: 1 8 122 7 4 67 161 710 0 36 330 39  
Added Vol: 0 0 0 0 0 0 0 341 0 0 292 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1 8 122 7 4 67 161 1051 0 36 622 39  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 1 8 122 7 4 67 161 1051 0 36 622 39  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1 8 122 7 4 67 161 1051 0 36 622 39  
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 67 322 1051 0 146 622 39

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.02 0.98 1.00 0.18 0.82 1.00 0.61 1.39 0.00 0.12 1.78 0.10  
Final Sat: 32 1468 1500 268 1232 1500 919 2081 0 185 2669 146

Capacity Analysis Module:  
Vol/Sat: 0.04 0.01 0.08 0.03 0.00 0.04 0.18 0.51 0.00 0.20 0.23 0.27  
Crit Vol: 122 7 758 36  
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): 0.983  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: E  
\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Ignore Include Include Include  
Min. Green: 2 0 0 0 1 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 0 0 0

Volume Module:  
Base Vol: 114 0 694 0 0 0 0 1521 76 28 1410 0  
Growth Adj: 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12 2.12  
Initial Bse: 242 0 1471 0 0 0 0 3225 161 59 2989 0  
Added Vol: 0 0 0 0 0 0 0 526 0 0 551 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 242 0 1471 0 0 0 0 3751 161 59 3540 0  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 242 0 0 0 0 0 0 3751 161 59 3540 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 242 0 0 0 0 0 0 0 3751 161 59 3540 0  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 242 0 0 0 0 0 0 3751 161 59 3540 0

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

Capacity Analysis Module:  
Vol/Sat: 0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.88 0.11 0.02 0.83 0.00  
Crit Vol: 121 0 1250 30  
Crit Moves: \*\*\*\*\*

Port of Los Angeles  
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Year 2045 AM Peak - Proposed Project

Scenario Report

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 - Proposed Project

Trip Generation Report

Forecast for 2045 AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	9.00	22.00	9	22	31	0.6
	Zone 1 Subtotal					9	22	31	0.6
2	YML Trucks	1.00	YML Trucks	53.00	101.00	53	101	154	3.0
	Zone 2 Subtotal					53	101	154	3.0
3	Trapac Autos	1.00	Trapac Autos	61.00	73.00	61	73	134	2.6
	Zone 3 Subtotal					61	73	134	2.6
4	Trapac Truck	1.00	Trapac Trucks	170.00	238.00	170	238	408	7.9
	Zone 4 Subtotal					170	238	408	7.9
5	Related Proj	1.00	Gas Station w/	61.00	61.00	61	61	122	2.4
	Zone 5 Subtotal					61	61	122	2.4
6	Related Proj	1.00	Church + Theat	23.00	19.00	23	19	42	0.8
	Zone 6 Subtotal					23	19	42	0.8
7	Related Proj	1.00	Cabrillo Marin	73.00	58.00	73	58	131	2.5
	Zone 7 Subtotal					73	58	131	2.5
8	Related Proj	1.00	Mini Mall & Re	244.00	215.00	244	215	459	8.9
	Zone 8 Subtotal					244	215	459	8.9
9	Related Proj	1.00	Gas Station w/	20.00	20.00	20	20	40	0.8
	Zone 9 Subtotal					20	20	40	0.8
10	Related Proj	1.00	Warehouse / Di	72.00	50.00	72	50	122	2.4
	Zone 10 Subtotal					72	50	122	2.4
11	China Shippi	1.00	China Shipping	60.00	61.00	60	61	121	2.3
	Zone 11 Subtotal					60	61	121	2.3
12	China Shippi	1.00	China Shipping	281.00	184.00	281	184	465	9.0
	Zone 12 Subtotal					281	184	465	9.0
13	Related Proj	1.00	Pacific Corrid	524.00	740.00	524	740	1264	24.4
	Zone 13 Subtotal					524	740	1264	24.4
14	Related Proj	1.00	Night Club + S	65.00	43.00	65	43	108	2.1
	Zone 14 Subtotal					65	43	108	2.1
15	Related Proj	1.00	Fast Food Rest	54.00	54.00	54	54	108	2.1
	Zone 15 Subtotal					54	54	108	2.1
Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to MMA, LONG BEACH, CA									

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Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
Zone 15 Subtotal						54	54	108 2.1
17	Wilmington W 1.00 Zone 2A			14.00	6.00	14	6	20 0.4
Zone 17 Subtotal						14	6	20 0.4
18	Wilmington W 1.00 Zone 2B			14.00	6.00	14	6	20 0.4
Zone 18 Subtotal						14	6	20 0.4
19	Wilmington W 1.00 Zone 2C			14.00	6.00	14	6	20 0.4
Zone 19 Subtotal						14	6	20 0.4
20	Wilmington W 1.00 Zone 2D			13.00	5.00	13	5	18 0.3
Zone 20 Subtotal						13	5	18 0.3
21	Wilmington W 1.00 Zone 3			26.00	27.00	26	27	53 1.0
Zone 21 Subtotal						26	27	53 1.0
22	Related Proj 1.00 Target			75.00	75.00	75	75	150 2.9
22	Related Proj 1.00 135 Single Fam			51.00	51.00	51	51	102 2.0
Zone 22 Subtotal						126	126	252 4.9
23	Related Proj 1.00 5000 SF Retail			26.00	26.00	26	26	52 1.0
23	Related Proj 1.00 220 Unit Apart			33.00	33.00	33	33	66 1.3
23	Related Proj 1.00 Police + Offic			422.00	422.00	422	422	844 16.3
23	Related Proj 1.00 72 Condos + 7k			20.00	20.00	20	20	40 0.8
23	Related Proj 1.00 251 Condos + 4			39.00	39.00	39	39	78 1.5
Zone 23 Subtotal						540	540	1080 20.9
TOTAL						2517	2655	5172 100.0

Port of Los Angeles  
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Zone	Percent Of Trips Distribution										
	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	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0	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	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
10	0.0	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	0.0
11	1.0	0.0	0.0	18.0	0.0	0.0	50.0	0.0	21.0	8.0	0.0
12	0.0	0.0	0.0	30.0	0.0	0.0	45.0	1.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

To Gates

12

Zone

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

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To Gates

12

Zone -----

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

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Impact Analysis Report  
 Level Of Service

Intersection	Base Del./ LOS Veh C	V/ V/ C	Future Del./ LOS Veh C	Change in
# 21 Avalon Ave / Harry Bridges Blvd	A xxxxxx 0.474		B xxxxxx 0.651	+ 0.177 V/C
# 23 Alameda St / Anaheim St	F xxxxxx 1.031		F xxxxxx 1.109	+ 0.078 V/C
# 26 Henry Ford Ave / Anaheim St	C xxxxxx 0.789		D xxxxxx 0.814	+ 0.026 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxxx 0.399		A xxxxxx 0.468	+ 0.070 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	D xxxxxx 0.826		E xxxxxx 0.919	+ 0.093 V/C
# 34 John S. Gibson / I-110 NB Ram	C xxxxxx 0.720		D xxxxxx 0.840	+ 0.120 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxxx 0.531		B xxxxxx 0.638	+ 0.107 V/C
# 53 Pacific Ave / Front St	B xxxxxx 0.638		B xxxxxx 0.658	+ 0.020 V/C
# 72 Fries Ave / Harry Bridges Blvd	C xxxxxx 0.752		F xxxxxx 1.250	+ 0.497 V/C
# 73 Neptune Ave / Harry Bridges Blvd	A xxxxxx 0.381		A xxxxxx 0.467	+ 0.087 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxxx 0.351		A xxxxxx 0.365	+ 0.015 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxxx 0.389		A xxxxxx 0.404	+ 0.015 V/C
# 94 Santa Fe Ave / Anaheim St	A xxxxxx 0.461		A xxxxxx 0.479	+ 0.018 V/C
#110 John S. Gibson / Channel Stree	C xxxxxx 0.736		C xxxxxx 0.749	+ 0.013 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxxx 0.351		A xxxxxx 0.492	+ 0.140 V/C
#212 Navy Way / Seaside	E xxxxxx 0.932		F xxxxxx 1.015	+ 0.084 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  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 41

\*\*\*\*\*  
Approach: North Bound  
Movement: L - - T - - R

Table with columns: Permitted, Include, Permitted, Include, Permitted, Include. Rows for Control, Rights, Min. Green, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Vol, 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  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 180

\*\*\*\*\*  
Approach: North Bound  
Movement: L - - T - - R

Table with columns: Permitted, Include, Permitted, Include, Permitted, Include. Rows for Control, Rights, Min. Green, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Vol, Crit Moves.

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

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec): 100  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 100

Approach: North Bound  
Movement: L - T - R

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

Volume Module:  
Base Vol: 256 110 152 67 173 23 18 1419 441 93 1122 123  
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: 282 121 167 74 190 25 20 1561 485 102 1235 135  
Added Vol: 0 0 0 0 0 0 0 73 0 0 81 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 282 121 167 74 190 25 20 1634 485 102 1316 135  
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: 282 121 167 74 190 25 20 1634 0 102 1316 135  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 282 121 167 74 190 25 20 1634 0 102 1316 135  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 310 121 167 74 190 25 20 1634 0 102 1316 135

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 1.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat: 2850 1425 1425 1425 3773 502 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.11 0.08 0.12 0.05 0.05 0.05 0.01 0.57 0.00 0.07 0.46 0.09  
Crit Vol: 167 74 817 102  
Crit Moves: \*\*\*\*

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

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

Cycle (sec): 100  
Loss Time (sec): 0 (Y+R=4.0 sec)  
Optimal Cycle: 43

Approach: North Bound  
Movement: L - T - R

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

Volume Module:  
Base Vol: 755 347 0 0 248 8 0 0 0 0 0 0 0 0 0 0 0 0 0  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 831 382 0 0 273 9 0 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 127 15 0 0 70 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 958 397 0 0 343 9 0 0 0 0 0 0 0 0 0 0 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 958 397 0 0 343 9 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 958 397 0 0 343 9 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 1054 397 0 0 343 9 0 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 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 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 2.00 0.00 0.00 1.95 0.05 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
Final Sat: 3000 3000 0 0 2925 75 0 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.35 0.13 0.00 0.00 0.12 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
Crit Vol: 527 176 0  
Crit Moves: \*\*\*\*

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: E

Approach: North Bound East Bound West Bound

Movement	L	T	R	L	T	R	L	T	R
Control:	Protected	Protected	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl	Ovl
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	0	0	1	0

Volume Module:	459	957	39	42	177	72	126	86	1290	30	20	20
Base Vol:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Growth Adj:	505	1053	43	46	195	79	139	95	1420	33	22	22
Initial Bse:	177	142	0	0	15	55	0	0	280	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	682	1195	43	46	210	134	139	95	1700	33	22	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	682	1195	43	46	210	134	139	95	1700	33	22	22
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	682	1195	43	46	210	134	139	95	1700	33	22	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	750	1195	43	46	210	134	139	95	1869	33	22	22

Saturation Flow Module:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Sat/Lane:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adjustment:	2.00	1.93	0.07	1.00	1.22	0.78	0.59	0.41	2.00	0.86	0.57	0.57
Lanes:	2750	2655	95	1375	1677	1073	817	558	2750	1179	786	786
Final Sat:	0.27	0.45	0.45	0.03	0.13	0.13	0.17	0.17	0.68	0.03	0.03	0.03

Capacity Analysis Module:  
 Vol/Sat: 619  
 Crit Vol: 46  
 Crit Moves: 39

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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): 0.840

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 116 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound

Movement	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	2	0	2	0	1	2	0	1	0	0	1	0
Lanes:	2	0	2	0	1	2	0	1	0	0	1	0

Volume Module:	996	465	16	76	534	9	20	13	10	26	130	55
Base Vol:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Growth Adj:	1096	512	18	84	588	10	22	14	11	29	143	61
Initial Bse:	32	23	11	318	20	0	0	64	0	18	164	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1128	535	29	402	608	10	22	78	11	47	307	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1128	535	29	402	608	10	22	78	11	47	307	184
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1128	535	29	402	608	10	22	78	11	47	307	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	1241	535	29	442	608	10	22	78	11	47	307	184

Saturation Flow Module:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Sat/Lane:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adjustment:	2.00	2.00	1.00	2.00	1.97	0.03	0.22	0.78	1.00	1.00	1.25	0.75
Lanes:	2850	2850	1425	2850	2804	46	313	1112	1425	1425	1784	1066
Final Sat:	0.44	0.19	0.02	0.16	0.22	0.22	0.07	0.07	0.01	0.03	0.17	0.17

Capacity Analysis Module:  
 Vol/Sat: 620  
 Crit Vol: 309  
 Crit Moves: 245

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Level of Service Computation Report  
Circular #38 Figueroa St / C-St / I-110 Ramps

\*\*\*\*\*  
Intersection #38 Figueroa St / C-St / I-110 Ramps  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.638  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 67 97 475 0 95 90 132 554 143 512 375 29  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 74 107 523 0 105 99 145 610 157 563 413 32  
Added Vol: 0 7 138 2 5 29 34 89 185 148 128 2  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 74 114 661 2 110 128 179 699 342 711 541 34  
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: 74 114 0 2 110 128 179 699 0 711 541 34  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00  
Final Vol: 81 114 0 2 110 128 179 699 0 783 541 34

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

Capacity Analysis Module:  
Vol/Sat: 0.03 0.04 0.00 0.00 0.08 0.09 0.13 0.25 0.00 0.27 0.19 0.02  
Crit Vol: 41 128 349 391  
Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #53 Pacific Ave / Front St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.658  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 80 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 609 0 30 0 0 0 0 434 499 26 269 0  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 670 0 33 0 0 0 0 478 549 29 296 0  
Added Vol: 19 0 0 0 0 0 0 19 19 0 15 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 689 0 33 0 0 0 0 497 568 29 311 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 689 0 33 0 0 0 0 497 568 29 311 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 689 0 33 0 0 0 0 497 568 29 311 0

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

Capacity Analysis Module:  
Vol/Sat: 0.48 0.00 0.02 0.00 0.00 0.00 0.17 0.40 0.02 0.11 0.00  
Crit Vol: 689 0 248 156  
Crit Moves: \*\*\*\*

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

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.250  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: F

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

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

Volume Module:

Base Vol:	288	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
Initial Bse:	317	31	111	9	22	15	26	450	446	265	462
Added Vol:	107	0	131	0	0	0	189	77	94	184	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	424	31	242	9	22	15	26	639	523	359	646
User Adj:	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
PHF Volume:	424	31	242	9	22	15	26	639	523	359	646
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	424	31	242	9	22	15	106	639	523	2155	646

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	0.31	0.69	0.38	0.95	0.67	0.05	1.13	0.82	1.00	0.99
Final Sat:	1500	458	1042	571	1429	1000	71	1691	1237	1500	1499

Capacity Analysis Module:

Vol/Sat:	0.28	0.07	0.23	0.02	0.02	0.02	0.37	0.38	0.42	0.24	0.43
Crit Vol:	424	23	26	23	26	26	26	26	26	1401	1401
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A

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

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

Volume Module:

Base Vol:	0	0	0	3	0	36	25	844	0	0	645	1
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	3	0	40	28	929	0	0	710	1
Added Vol:	0	0	0	0	0	0	0	266	0	0	291	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	40	28	1195	0	0	1001	1
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	0	0	0	3	0	40	110	1195	0	0	1001	1

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.20	0.00	0.15	0.85	1.00	0.19	1.81	0.00	0.19	1.81	0.00
Final Sat:	0	3000	0	231	1269	1500	290	2710	0	0	2997	3

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.09	0.44	0.00	0.00	0.33	0.33
Crit Vol:	0	40	661	40	661	661	661	661	0	661	661	661
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

Intersection #92 ICTF Driveaway # 1 / Sepulveda Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A

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

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

Volume Module:

Table with 12 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol. Rows include Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.

Saturation Flow Module:  
Sat/Lane: 1425 1425 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 1.00 1.00  
Lanes: 0.45 0.00 0.55 1.55 0.01 0.44 1.00 1.92 0.08 1.00 2.99 0.01  
Final Sat: 645 0 780 2210 0 640 1425 2738 112 1425 4256 19

Capacity Analysis Module:  
Vol/Sat: 0.03 0.00 0.03 0.10 0.00 0.10 0.05 0.21 0.21 0.03 0.12 0.12  
Crit Vol: 46 142

Crit Moves: \*\*\*\*\*

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

Intersection #93 ICTF Driveaway # 2 / Sepulveda Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: A

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

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

Volume Module:

Table with 12 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol. Rows include Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.

Saturation Flow Module:  
Sat/Lane: 1425 1425 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 1.00 1.00  
Lanes: 1.00 0.02 0.98 1.00 0.00 1.00 1.00 1.83 0.17 1.00 2.97 0.03  
Final Sat: 1425 34 1391 1425 0 1425 1425 2610 240 1425 4228 47

Capacity Analysis Module:  
Vol/Sat: 0.04 0.06 0.06 0.01 0.00 0.00 0.00 0.27 0.27 0.06 0.12 0.12  
Crit Vol: 91 385

Crit Moves: \*\*\*\*\*





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Scenario Report

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 - Proposed Project

Trip Generation Report

Forecast for 2045 PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	YML Autos	1.00	YML Autos	21.00	17.00	21	17	38	0.5
	Zone 1 Subtotal					21	17	38	0.5
2	YML Trucks	1.00	YML Trucks	41.00	51.00	41	51	92	1.3
	Zone 2 Subtotal					41	51	92	1.3
3	Trapac Autos	1.00	Trapac Autos	67.00	110.00	67	110	177	2.5
	Zone 3 Subtotal					67	110	177	2.5
4	Trapac Truck	1.00	Trapac Trucks	132.00	181.00	132	181	313	4.5
	Zone 4 Subtotal					132	181	313	4.5
5	Related Proj	1.00	Gas Station w/	81.00	81.00	81	81	162	2.3
	Zone 5 Subtotal					81	81	162	2.3
6	Related Proj	1.00	Church + Theat	80.00	55.00	80	55	135	1.9
	Zone 6 Subtotal					80	55	135	1.9
7	Related Proj	1.00	Cabrillo Marin	138.00	124.00	138	124	262	3.8
	Zone 7 Subtotal					138	124	262	3.8
8	Related Proj	1.00	Mini Mall & Re	160.00	144.00	160	144	304	4.4
	Zone 8 Subtotal					160	144	304	4.4
9	Related Proj	1.00	Gas Station w/	24.00	24.00	24	24	48	0.7
	Zone 9 Subtotal					24	24	48	0.7
10	Related Proj	1.00	Warehouse / Di	9.00	102.00	9	102	111	1.6
	Zone 10 Subtotal					9	102	111	1.6
11	China Shippi	1.00	China Shipping	56.00	108.00	56	108	164	2.4
	Zone 11 Subtotal					56	108	164	2.4
12	China Shippi	1.00	China Shipping	219.00	278.00	219	278	497	7.1
	Zone 12 Subtotal					219	278	497	7.1
13	Related Proj	1.00	Pacific Corrid	1456.00	1325.00	1456	1325	2781	39.9
	Zone 13 Subtotal					1456	1325	2781	39.9
14	Related Proj	1.00	Night Club + S	217.00	127.00	217	127	344	4.9
	Zone 14 Subtotal					217	127	344	4.9
15	Related Proj	1.00	Fast Food Rest	42.00	42.00	42	42	84	1.2

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Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total	
				In	Out	In	Out		
	Zone 15 Subtotal					42	42	84	1.2
17	Wilmington W 1.00 Zone 2A			28.00	29.00	28	29	57	0.8
	Zone 17 Subtotal					28	29	57	0.8
18	Wilmington W 1.00 Zone 2B			28.00	29.00	28	29	57	0.8
	Zone 18 Subtotal					28	29	57	0.8
19	Wilmington W 1.00 Zone 2C			28.00	29.00	28	29	57	0.8
	Zone 19 Subtotal					28	29	57	0.8
20	Wilmington W 1.00 Zone 2D			28.00	28.00	28	28	56	0.8
	Zone 20 Subtotal					28	28	56	0.8
21	Wilmington W 1.00 Zone 3			98.00	51.00	98	51	149	2.1
	Zone 21 Subtotal					98	51	149	2.1
22	Related Proj 1.00 Target			197.00	197.00	197	197	394	5.7
22	Related Proj 1.00 135 Single Fam			68.00	68.00	68	68	136	2.0
	Zone 22 Subtotal					265	265	530	7.6
23	Related Proj 1.00 5000 SF Retail			43.00	43.00	43	43	86	1.2
23	Related Proj 1.00 220 Unit Apart			43.00	43.00	43	43	86	1.2
23	Related Proj 1.00 Police + Offic			136.00	136.00	136	136	272	3.9
23	Related Proj 1.00 72 Condos + 7k			32.00	32.00	32	32	64	0.9
23	Related Proj 1.00 251 Condos + 4			23.00	23.00	23	23	46	0.7
	Zone 23 Subtotal					277	277	554	7.9

TOTAL ..... 3495 3477 6972 100.0

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Zone	Percent Of Trips Distribution											
	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	6.0	10.0	5.0	10.0	22.0	26.0	0.0	3.0	2.0	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	0.0	
17	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	
18	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	
19	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	
20	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	
21	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	
22	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	
23	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	

To Gates

12

Zone	1	2	3	4	5	6	7	8	9	10	11
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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To Gates

Zone	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 Del./ LOS Veh V/ C	Future Del./ LOS Veh V/ C	Change in
# 21 Avalon Ave / Harry Bridges Blvd	A xxxxx 0.478	D xxxxx 0.833	+ 0.355 V/C
# 23 Alameda St / Anaheim St	E xxxxx 0.971	F xxxxx 1.078	+ 0.107 V/C
# 26 Henry Ford Ave / Anaheim St	F xxxxx 1.120	F xxxxx 1.154	+ 0.033 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A xxxxx 0.576	B xxxxx 0.663	+ 0.088 V/C
# 32 Harbor Blvd / SR 47 EB Off-Ram	F xxxxx 1.126	F xxxxx 1.265	+ 0.139 V/C
# 34 John S. Gibson / I-110 NB Ram	B xxxxx 0.655	D xxxxx 0.817	+ 0.162 V/C
# 38 Figueroa St / C-St / I-110 Ram	A xxxxx 0.533	B xxxxx 0.641	+ 0.108 V/C
# 53 Pacific Ave / Front St	A xxxxx 0.554	A xxxxx 0.576	+ 0.022 V/C
# 72 Fries Ave / Harry Bridges Blvd	C xxxxx 0.738	F xxxxx 1.032	+ 0.293 V/C
# 73 Neptune Ave / Harry Bridges Bl	A xxxxx 0.535	B xxxxx 0.608	+ 0.073 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A xxxxx 0.595	B xxxxx 0.610	+ 0.015 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A xxxxx 0.438	A xxxxx 0.453	+ 0.015 V/C
# 94 Santa Fe Ave / Anaheim St	B xxxxx 0.646	B xxxxx 0.667	+ 0.020 V/C
#110 John S. Gibson / Channel Stree	D xxxxx 0.852	D xxxxx 0.869	+ 0.018 V/C
#128 Broad Ave / Harry Bridges Blvd	A xxxxx 0.598	D xxxxx 0.869	+ 0.272 V/C
#212 Navy Way / Seaside	E xxxxx 0.958	F xxxxx 1.081	+ 0.123 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): 0.833  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 86 Level Of Service: D

\*\*\*\*\*  
Approach: North 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
Lanes:	0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0	0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0	0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0	0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol:	59	73	14	20	53	144	132	533	69	15	489	21
Growth Adj:	1.00	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.10	1.10
Initial Bse:	65	80	15	22	58	158	145	587	76	17	538	23
Added Vol:	16	32	32	23	50	43	60	292	25	50	225	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	112	47	45	108	201	205	879	101	67	763	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	112	47	45	108	201	205	879	101	67	763	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	112	47	45	108	201	205	879	101	67	763	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	81	112	47	45	108	201	821	879	101	266	763	46

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.94	0.39	0.25	0.75	1.00	0.72	1.17	0.11	0.20	1.72	0.08
Final Sat:	1009	1400	591	381	1119	1500	1082	1750	168	295	2576	129

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.12	0.10	0.13	0.19	0.50	0.60	0.23	0.30	0.36
Crit Vol:	81	112	47	45	108	201	821	879	101	266	763	46
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): 1.078  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: F

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

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

Volume Module:

Base Vol:	12	446	714	19	334	215	137	1104	25	501	1332	54
Growth Adj:	1.00	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	13	491	786	21	368	237	151	1215	28	551	1466	59
Added Vol:	1	236	63	0	193	0	0	32	10	64	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	727	849	21	561	237	151	1247	38	615	1486	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	727	849	21	561	237	151	1247	38	615	1486	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	727	849	21	561	237	151	1247	38	615	1486	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	14	727	934	21	561	237	151	1247	38	677	1486	59

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.31	1.69	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat:	1425	1871	2404	1425	2850	1425	1425	2850	1425	2850	2740	110

Capacity Analysis Module:

Vol/Sat:	0.01	0.39	0.39	0.01	0.20	0.17	0.11	0.44	0.03	0.24	0.54	0.54
Crit Vol:	553	21	623	21	623	21	623	21	623	21	623	21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #26 Henry Ford Ave / Anaheim St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 1.154  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 604 436 63 152 140 46 26 1738 280 63 1419 147  
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: 665 480 69 167 154 51 29 1912 308 69 1561 162  
Added Vol: 0 0 0 0 0 0 0 95 0 0 84 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 665 480 69 167 154 51 29 2007 308 69 1645 162  
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: 665 480 69 167 154 51 29 2007 0 69 1645 162  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 665 480 69 167 154 51 29 2007 0 69 1645 162  
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: 731 480 69 167 154 51 29 2007 0 69 1645 162

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: 1.81 1.19 1.00 1.00 2.26 0.74 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat: 2581 1694 1425 1425 3218 1057 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.28 0.28 0.05 0.12 0.05 0.05 0.02 0.70 0.00 0.05 0.58 0.11  
Crit Vol: 404 167 1004 69  
Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #31 Harbor Blvd / SR-47 WB On-Ramp  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.663  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 68 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 1098 460 0 0 352 10 0 0 0 0 0 0 0 0 0 0  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 1208 506 0 0 387 11 0 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 157 10 0 0 90 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1365 516 0 0 477 11 0 0 0 0 0 0 0 0 0 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 1365 516 0 0 477 11 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 1502 516 0 0 477 11 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 2.00 0.00 0.00 1.95 0.05 0.00 0.00 0.00 0.00 0.00 0.00  
Final Sat: 3000 3000 0 0 2932 68 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.50 0.17 0.00 0.00 0.16 0.16 0.00 0.00 0.00 0.00 0.00 0.00  
Crit Vol: 751 244  
Crit Moves: \*\*\*\*

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 1.265

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Approach: North Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase

Rights: Include Ovl Ovl Include

Min. Green: 0 0 0 0 0 0 0 0

Lanes: 2 0 1 1 0 1 0 1 0 0 1 0 2 0 1 0 1 0

Volume Module:

Table with 18 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol. Rows include Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, and 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): 0.817

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 102 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0

Lanes: 2 0 2 0 1 2 0 1 1 0 0 1 0 0 1 0 1 0 1 0

Volume Module:

Table with 18 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol. Rows include Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.

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

\*\*\*\*\*  
Intersection #38 Figueroa St / C-St / I-110 Ramps  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.641  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 52 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 104 148 655 0 109 118 162 391 108 581 532 41  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 114 163 721 0 120 130 178 430 119 639 585 45  
Added Vol: 0 13 163 1 15 27 19 102 150 138 133 2  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 114 176 884 1 135 157 197 532 269 777 718 47  
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: 114 176 0 1 135 157 197 532 0 777 718 47  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00  
Final Vol: 126 176 0 1 135 157 197 532 0 855 718 47

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 1.00 1.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
Final Sat: 2850 2850 1425 1425 1425 2850 1425 2850 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.04 0.06 0.00 0.00 0.09 0.11 0.14 0.19 0.00 0.30 0.25 0.03  
Crit Vol: 63 157 266 428  
Crit Moves: \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #53 Pacific Ave / Front St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.576  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 509 0 20 0 0 0 0 234 724 10 418 0  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 560 0 22 0 0 0 0 257 797 11 460 0  
Added Vol: 26 0 0 0 0 0 0 31 35 0 10 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 586 0 22 0 0 0 0 288 832 11 470 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 586 0 22 0 0 0 0 288 832 11 470 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 586 0 22 0 0 0 0 288 832 11 470 0

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

Capacity Analysis Module:  
Vol/Sat: 0.41 0.00 0.02 0.00 0.00 0.00 0.00 0.10 0.58 0.01 0.16 0.00  
Crit Vol: 586 0  
Crit Moves: \*\*\*\*\*

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

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.032  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: F

Approach: North 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
Lanes:	0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0	0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0	0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0	0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol:	431	36	311	11	15	43	56	616	171	83	524	8
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	474	40	342	12	17	47	62	678	188	91	577	9
Added Vol:	81	0	100	0	0	0	0	261	59	73	195	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	555	40	442	12	17	47	62	939	247	164	772	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	555	40	442	12	17	47	62	939	247	164	772	9
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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.:	555	40	442	24	17	47	246	939	247	986	772	9

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.15	0.85	0.38	0.62	1.00	0.12	1.54	0.34	1.00	0.99	0.01
Final Sat.:	1500	221	1279	569	931	1500	174	2308	518	1500	1485	15

Capacity Analysis Module:  
Vol/Sat: 0.37 0.18 0.35 0.02 0.02 0.03 0.35 0.41 0.48 0.11 0.52 0.59  
Crit Vol: 555 47 62 883  
Crit Moves: \*\*\*\*

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: B

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

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

Volume Module:

Base Vol:	0	0	3	0	34	43	895	0	0	1043	4
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	3	0	37	47	985	0	0	1148	4
Added Vol:	0	0	0	0	0	0	320	0	0	277	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	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
PHF Volume:	0	0	3	0	37	47	1305	0	0	1425	4
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	3	0	37	284	1305	0	0	1425	4

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.16	0.84	1.00	0.51	1.49	0.00	0.00	1.99
Final Sat.:	0	3000	0	243	1257	1500	763	2237	0	0	2991

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.02 0.06 0.58 0.00 0.00 0.00 0.48  
Crit Vol: 0 37 875  
Crit Moves: \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 48 Level Of Service: B  
\*\*\*\*\*

Approach: North Bound East Bound West Bound  
Movement: L - - T - - R L - - T - - R L - - T - - R  
Control: Permitted Permitted Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 1 0 0 1 0 1 0 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 19 2 30 116 4 161 91 630 30 21 621 6  
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: 21 2 33 128 4 177 100 693 33 23 683 7  
Added Vol: 0 0 0 0 0 0 0 43 0 0 32 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 21 2 33 128 4 177 100 736 33 23 715 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  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 21 2 33 128 4 177 100 736 33 23 715 7  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 21 2 33 128 4 177 100 736 33 23 715 7  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 21 2 33 140 4 177 100 736 33 23 715 7

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 0.37 0.04 0.59 1.00 0.01 0.99 1.00 1.91 0.09 1.00 2.97 0.03  
Final Sat: 531 56 838 1425 14 1411 1425 2728 122 1425 4236 39

Capacity Analysis Module:  
Vol/Sat: 0.04 0.04 0.04 0.10 0.31 0.13 0.07 0.27 0.27 0.02 0.17 0.17  
Crit Vol: 21 440 385 23  
Crit Moves: \*\*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A  
\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound  
Movement: L - - T - - R L - - T - - R L - - T - - R  
Control: Permitted Permitted Protected Protected  
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 1 0 0 1 0 1 0 1 0 2 1 0

Volume Module:  
Base Vol: 46 1 85 16 0 5 5 703 49 89 559 3  
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: 51 1 94 18 0 6 6 774 54 98 615 3  
Added Vol: 0 0 0 0 0 0 0 43 0 0 32 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 51 1 94 18 0 6 6 817 54 98 647 3  
User Adj: 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  
PHF Volume: 51 1 94 18 0 6 6 817 54 98 647 3  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 51 1 94 18 0 6 6 817 54 98 647 3  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 51 1 94 18 0 6 6 817 54 98 647 3

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 0.01 0.99 1.00 0.00 1.00 1.00 1.88 0.12 1.00 2.98 0.02  
Final Sat: 1425 17 1408 1425 0 1425 1425 2673 177 1425 4253 22

Capacity Analysis Module:  
Vol/Sat: 0.04 0.07 0.07 0.01 0.00 0.00 0.00 0.31 0.31 0.07 0.15 0.15  
Crit Vol: 95 18 435 98  
Crit Moves: \*\*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 68 Level Of Service: B  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 60 186 70 260 210 101 98 1063 24 44 965 249  
Growth Adj: 1.0 1.0 1.0 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 66 205 77 286 231 111 108 1170 26 48 1062 274  
Added Vol: 0 0 0 0 0 0 0 95 0 0 84 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 66 205 77 286 231 111 108 1265 26 48 1146 274  
User Adj: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0  
PHF Adj: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0  
PHF Volume: 66 205 77 286 231 111 108 1265 26 48 1146 274  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 66 205 77 286 231 111 108 1265 26 48 1146 274  
MLF Adj: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0  
Final Vol: 66 205 77 286 231 111 108 1265 26 48 1146 274

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0  
Lanes: 1.0 1.45 0.55 1.0 1.35 0.65 1.0 2.94 0.06 1.0 3.0 1.0  
Final Sat: 1375 1998 752 1375 1857 893 1375 4041 84 1375 4125 1375

Capacity Analysis Module:  
Vol/Sat: 0.05 0.10 0.10 0.21 0.12 0.12 0.08 0.31 0.31 0.04 0.28 0.20  
Crit Vol: 141 286 108 382  
Crit Moves: \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 142 Level Of Service: D  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 434 584 0 0 404 299 560 0 449 0 0 0  
Growth Adj: 1.0 1.0 1.0 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 478 643 0 0 445 329 616 0 494 0 0 0  
Added Vol: 0 36 0 0 66 1 66 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 478 679 0 0 511 330 682 0 494 0 0 0  
User Adj: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0  
PHF Adj: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0  
PHF Volume: 478 679 0 0 511 330 682 0 494 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 478 679 0 0 511 330 682 0 494 0 0 0  
MLF Adj: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0  
Final Vol: 478 679 0 0 511 330 750 0 543 0 0 0

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0  
Lanes: 1.0 2.0 0.0 0.0 2.0 1.0 1.74 0.0 1.26 0.0 0.0 0.0  
Final Sat: 1425 2850 0 0 2850 1425 2479 0 1796 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.34 0.24 0.00 0.00 0.18 0.23 0.30 0.00 0.30 0.00 0.00  
Crit Vol: 478 330 431  
Crit Moves: \*\*\*\*

