APPENDIX N

Ground Transportation Analysis Methodology

Year 2004 Intersection Level of Service (LOS)

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2004 CEQA Baseline Scenario- AM Peak Hour

Scenario Report

Scenario:	2004 CEQA Baseline (Fixed) AM Peak
Command:	2004 CEQA Baseline (Fixed) AM Peak
Volume:	2004 AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	2004

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2004 CEQA Baseline Scenario- AM Peak Hour

Turning Movement Report
Project Trips AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Navy Way and Seaside Avenue													
Base	70	0	162	0	0	0	0	1833	204	81	1822	0	4172
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	0	162	0	0	0	0	1833	204	81	1822	0	4172
#4 Ferry St and SR-47 EB On-Ramp													
Base	0	159	264	4	539	0	0	0	0	238	0	3	1207
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	159	264	4	539	0	0	0	0	238	0	3	1207
#10 Henry Ford Avenue and Anaheim Street													
Base	90	61	78	55	94	5	19	1188	394	51	891	62	2988
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	61	78	55	94	5	19	1188	394	51	891	62	2988
#12 Alameda Street and Anaheim Street													
Base	17	83	237	18	163	135	114	1274	16	298	639	22	3016
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	83	237	18	163	135	114	1274	16	298	639	22	3016

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2004 CEQA Baseline Scenario- AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/Veh	V/C	Future LOS	Del/Veh	V/C	Change in V/C
# 1 Navy Way and Seaside Avenue	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000
# 4 Ferry St and SR-47 EB On-Ramp	A	xxxxx	0.282	A	xxxxx	0.282	+ 0.000
# 10 Henry Ford Avenue and Anaheim	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000
# 12 Alameda Street and Anaheim Str	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2004 CEQA Baseline Scenario- AM Peak Hour

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

Intersection #1 Navy Way and Seaside Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Navy Way						Seaside Avenue					
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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	3 0 1	2	0	3 0 0
Volume Module: 715-815 AM												
Base Vol:	70	0	162	0	0	0	0	1833	204	81	1822	0
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:	70	0	162	0	0	0	0	1833	204	81	1822	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:	70	0	0	0	0	0	0	1833	204	81	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	0	0	0	0	0	1833	204	81	1822	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
FinalVolume:	77	0	0	0	0	0	0	1833	204	89	1822	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	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	0.43	0.14	0.03	0.43	0.00
Crit Volume:	39				0			611		45		
Crit Moves:	****							****		****		

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2004 CEQA Baseline Scenario- AM Peak Hour

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

Intersection #4 Ferry St and SR-47 EB On-Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.282
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry Street						SR-47 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			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 1	1 0	2	0 0	0 0	0	0 0	1 0	1!	0 0
Volume Module:700-800												
Base Vol:	0	159	264	4	539	0	0	0	0	238	0	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:	0	159	264	4	539	0	0	0	0	238	0	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:	0	159	264	4	539	0	0	0	0	238	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	159	264	4	539	0	0	0	0	238	0	3
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	1.10	1.00	1.00
FinalVolume:	0	159	264	4	539	0	0	0	0	262	0	3
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.98	0.00	0.02
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2818	0	32
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Volume:	0				270			0		132		
Crit Moves:	****				****					****		

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2004 CEQA Baseline Scenario- AM Peak Hour

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

Intersection #10 Henry Ford Avenue and Anaheim Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Henry Ford Avenue						Anaheim Street					
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			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	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:	90	61	78	55	94	5	19	1188	394	51	891	62
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:	90	61	78	55	94	5	19	1188	394	51	891	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	90	61	78	55	94	5	19	1188	0	51	891	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	61	78	55	94	5	19	1188	0	51	891	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	99	61	78	55	94	5	19	1188	0	51	891	62
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:	1.86	1.14	1.00	1.00	2.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2552	1573	1375	1375	3917	208	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.06	0.04	0.02	0.02	0.01	0.43	0.00	0.04	0.32	0.05
Crit Volume:			78	55				594		51		
Crit Moves:			****	****				****		****		

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2004 CEQA Baseline Scenario- AM Peak Hour

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

Intersection #12 Alameda Street and Anaheim Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Alameda Street						Anaheim Street					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1	1 0	2	0 1	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	17	83	237	18	163	135	114	1274	16	298	639	22
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:	17	83	237	18	163	135	114	1274	16	298	639	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:	17	83	237	18	163	135	114	1274	16	298	639	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	83	237	18	163	135	114	1274	16	298	639	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:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	17	83	261	18	163	135	114	1274	16	328	639	22
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	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2755	95
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.09	0.01	0.06	0.09	0.08	0.45	0.01	0.12	0.23	0.23
Crit Volume:	17					135		637		164		
Crit Moves:	****					****		****		****		

Plains SEIS/R Ground Transportation and Circultion Study
Port of Los Angeles
2004 CEQA Baseline Scenario- PM Peak Hour

Scenario Report

Scenario:	2004 CEQA Baseline (Fixed) PM Peak
Command:	2004 CEQA Baseline (Fixed) PM Peak
Volume:	2004 PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	2004

Plains SEIS/R Ground Transportation and Circultion Study
Port of Los Angeles
2004 CEQA Baseline Scenario- PM Peak Hour

Turning Movement Report
Project Trips AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Navy Way and Seaside Avenue													
Base	245	0	384	0	0	0	0	1862	143	38	1594	0	4266
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	245	0	384	0	0	0	0	1862	143	38	1594	0	4266
#4 Ferry St and SR-47 EB On-Ramp													
Base	0	487	621	5	99	0	0	0	0	53	0	9	1274
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	487	621	5	99	0	0	0	0	53	0	9	1274
#10 Henry Ford Avenue and Anaheim Street													
Base	304	300	80	83	58	27	17	995	120	45	1095	96	3220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	304	300	80	83	58	27	17	995	120	45	1095	96	3220
#12 Alameda Street and Anaheim Street													
Base	7	347	349	20	214	165	132	728	12	274	1055	30	3333
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	347	349	20	214	165	132	728	12	274	1055	30	3333

Plains SEIS/R Ground Transportation and Circultion Study
Port of Los Angeles
2004 CEQA Baseline Scenario- PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Navy Way and Seaside Avenue	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000 V/C
# 4 Ferry St and SR-47 EB On-Ramp	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 10 Henry Ford Avenue and Anaheim	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
# 12 Alameda Street and Anaheim Str	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C

Plains SEIS/R Ground Transportation and Circultion Study
Port of Los Angeles
2004 CEQA Baseline Scenario- PM Peak Hour

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

Intersection #1 Navy Way and Seaside Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Navy Way						Seaside Avenue					
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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	3 0 1	2	0	3 0 0
Volume Module:	400-500 PM											
Base Vol:	245	0	384	0	0	0	0	1862	143	38	1594	0
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:	245	0	384	0	0	0	0	1862	143	38	1594	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:	245	0	0	0	0	0	0	1862	143	38	1594	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	0	0	0	0	0	0	1862	143	38	1594	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
FinalVolume:	270	0	0	0	0	0	0	1862	143	42	1594	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	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:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.10	0.01	0.37	0.00
Crit Volume:	135			0			621			21		
Crit Moves:	****						****			****		

Plains SEIS/R Ground Transportation and Circultion Study
Port of Los Angeles
2004 CEQA Baseline Scenario- PM Peak Hour

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

Intersection #4 Ferry St and SR-47 EB On-Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Ferry Street						SR-47 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			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 1	1	0 2	0 0	0 0	0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	487	621	5	99	0	0	0	0	53	0	9
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:	0	487	621	5	99	0	0	0	0	53	0	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:	0	487	621	5	99	0	0	0	0	53	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	487	621	5	99	0	0	0	0	53	0	9
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	1.10	1.00	1.00
FinalVolume:	0	487	621	5	99	0	0	0	0	58	0	9
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.73	0.00	0.27
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2469	0	381
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.44	0.00	0.03	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Volume:			621	5					0	34		
Crit Moves:			****	****						****		

Plains SEIS/R Ground Transportation and Circultion Study
Port of Los Angeles
2004 CEQA Baseline Scenario- PM Peak Hour

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

Intersection #10 Henry Ford Avenue and Anaheim 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: 61 Level Of Service: B

Street Name:	Henry Ford Avenue						Anaheim Street					
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			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1	0 1	1	0 2	1 0	1	0	2 0	1	0 2	0 1
Volume Module:												
Base Vol:	304	300	80	83	58	27	17	995	120	45	1095	96
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:	304	300	80	83	58	27	17	995	120	45	1095	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	304	300	80	83	58	27	17	995	0	45	1095	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	300	80	83	58	27	17	995	0	45	1095	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	334	300	80	83	58	27	17	995	0	45	1095	96
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:	1.58	1.42	1.00	1.00	2.05	0.95	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2174	1951	1375	1375	2815	1310	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.06	0.06	0.02	0.02	0.01	0.36	0.00	0.03	0.40	0.07
Crit Volume:		211		83			17			547		
Crit Moves:		****		****			****			****		

Plains SEIS/R Ground Transportation and Circultion Study
Port of Los Angeles
2004 CEQA Baseline Scenario- PM Peak Hour

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

Intersection #12 Alameda Street and Anaheim Street

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: 54 Level Of Service: B

Street Name:	Alameda Street						Anaheim Street					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 1	1 0	2	0 1	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	7	347	349	20	214	165	132	728	12	274	1055	30
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:	7	347	349	20	214	165	132	728	12	274	1055	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
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:	7	347	349	20	214	165	132	728	12	274	1055	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	347	349	20	214	165	132	728	12	274	1055	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	7	347	384	20	214	165	132	728	12	301	1055	30
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	1.42	1.58	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	2030	2245	1425	2850	1425	1425	2850	1425	2850	2771	79
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.01	0.08	0.12	0.09	0.26	0.01	0.11	0.38	0.38
Crit Volume:		244			20			132				543
Crit Moves:		****			****			****				****

Year 2010 Adjusted CEQA/NEPA Baseline Intersection Level of Service (LOS)

Plains SEIS/R Ground Transportation and Ciruculation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- AM Peak Hour

Scenario Report

Scenario:	2010 CEQA Baseline (Adjusted) AM Peak
Command:	2010 CEQA Baseline (Adjusted) AM Peak
Volume:	2010 AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Construction
Paths:	Construction
Routes:	Default Route
Configuration:	2010

Plains SEIS/R Ground Transportation and Ciruculation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- AM Peak Hour

Trip Distribution Report
Ferry St/SR-47 EB On-Ramp Utilized
Percent Of Trips Construction

	To Gates	
	1	2
Zone		
5	50.0	50.0

Plains SEIS/R Ground Transportation and Ciruculation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- AM Peak Hour

Turning Movement Report
Project Trips AM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Navy Way and Seaside Avenue													
Base	88	0	206	0	0	0	0	2333	260	103	2320	0	5310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
APL Cu	0	0	0	0	0	0	0	0	75	75	0	0	150
Total	88	0	206	0	0	0	0	2333	335	178	2320	0	5460
#4 Ferry St and SR-47 EB On-Ramp													
Base	0	114	144	4	600	0	0	0	0	518	0	3	1383
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	114	144	4	600	0	0	0	0	518	0	3	1383
#10 Henry Ford Avenue and Anaheim Street													
Base	111	76	96	68	115	6	23	1462	485	63	1097	77	3679
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	111	76	96	68	115	6	23	1462	485	63	1097	77	3679
#12 Alameda Street and Anaheim Street													
Base	20	102	292	22	201	166	141	1568	19	367	786	27	3711
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	102	292	22	201	166	141	1568	19	367	786	27	3711

Plains SEIS/R Ground Transportation and Ciruculation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Navy Way and Seaside Avenue	B	xxxxx	0.619	B	xxxxx	0.648	+ 0.029 V/C
# 4 Ferry St and SR-47 EB On-Ramp	A	xxxxx	0.412	A	xxxxx	0.412	+ 0.000 V/C
# 10 Henry Ford Avenue and Anaheim	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
# 12 Alameda Street and Anaheim Str	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000 V/C

Plains SEIS/R Ground Transportation and Ciruculation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- AM Peak Hour

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

Intersection #1 Navy Way and Seaside Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Street Name:	Navy Way						Seaside Avenue					
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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	3	0	1	2	0	3	0	0
Volume Module:																			
Base Vol:	88	0	206	0	0	0	0	2333	260	103	2320	0
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:	88	0	206	0	0	0	0	2333	260	103	2320	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APL Cumulat:	0	0	0	0	0	0	0	0	75	75	0	0
Initial Fut:	88	0	206	0	0	0	0	2333	335	178	2320	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:	88	0	0	0	0	0	0	2333	335	178	2320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	0	0	0	0	0	2333	335	178	2320	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
FinalVolume:	97	0	0	0	0	0	0	2333	335	196	2320	0
Saturation Flow Module:																			
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	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	0.55	0.24	0.07	0.54	0.00
Crit Volume:	48					0			778			98							
Crit Moves:	****								****			****							

Plains SEIS/R Ground Transportation and Ciruculation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- AM Peak Hour

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

Intersection #4 Ferry St and SR-47 EB On-Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Ferry Street						SR-47 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			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	1	1	0	2	0	0	0	0	0	0	1	0	1!	0	0
Volume Module:																			
Base Vol:	0	114	144	4	600	0	0	0	0	518	0	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:	0	114	144	4	600	0	0	0	0	518	0	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:	0	114	144	4	600	0	0	0	0	518	0	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:	0	114	144	4	600	0	0	0	0	518	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	114	144	4	600	0	0	0	0	518	0	3
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	1.10	1.00	1.00
FinalVolume:	0	114	144	4	600	0	0	0	0	570	0	3
Saturation Flow Module:																			
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.99	0.00	0.01
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2835	0	15
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.08	0.10	0.00	0.21	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Crit Volume:	0					300			0			286							
Crit Moves:	****								****			****							

Plains SEIS/R Ground Transportation and Ciruculation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- AM Peak Hour

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

Intersection #10 Henry Ford Avenue and Anaheim Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name:	Henry Ford Avenue						Anaheim Street					
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			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	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:	111	76	96	68	115	6	23	1462	485	63	1097	77
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 1.00	1.00	1.00	
Initial Bse:	111	76	96	68	115	6	23	1462	485	63	1097	77
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:	111	76	96	68	115	6	23	1462	485	63	1097	77
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	0.00	1.00 1.00	1.00		
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00		
PHF Volume:	111	76	96	68	115	6	23	1462	0	63	1097	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	76	96	68	115	6	23	1462	0	63	1097	77
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	0.00	1.00 1.00	1.00		
MLF Adj:	1.10 1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00		
FinalVolume:	122	76	96	68	115	6	23	1462	0	63	1097	77
Saturation Flow Module:												
Sat/Lane:	1375 1375	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 1.00	1.00		
Lanes:	1.85 1.15	1.00	1.00	2.85	0.15	1.00 2.00	1.00	1.00	2.00	1.00		
Final Sat.:	2542 1583	1375	1375	3920	205	1375 2750	1375	1375	2750	1375		
Capacity Analysis Module:												
Vol/Sat:	0.05 0.05	0.07	0.05	0.03	0.03	0.02	0.53	0.00	0.05	0.40	0.06	
Crit Volume:		96	68			731		63				
Crit Moves:		****	****			****		****				

Plains SEIS/R Ground Transportation and Ciruculation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- AM Peak Hour

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

Intersection #12 Alameda Street and Anaheim Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: D

Street Name:	Alameda Street						Anaheim Street					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 1	1	0 2	0 1	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	20	102	292	22	201	166	141	1568	19	367	786	27
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 1.00	1.00		
Initial Bse:	20	102	292	22	201	166	141	1568	19	367	786	27
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:	20	102	292	22	201	166	141	1568	19	367	786	27
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:	20	102	292	22	201	166	141	1568	19	367	786	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	102	292	22	201	166	141	1568	19	367	786	27
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	1.10	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.10	1.00		
FinalVolume:	20	102	321	22	201	166	141	1568	19	404	786	27
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 1.00	2.00	1.00	2.00	1.00	1.00 2.00	1.00	1.00	2.00	1.93	0.07	
Final Sat.:	1425 1425	2850	1425	2850	1425	1425 2850	1425	1425	2850	2755	95	
Capacity Analysis Module:												
Vol/Sat:	0.01 0.07	0.11	0.02	0.07	0.12	0.10	0.55	0.01	0.14	0.29	0.29	
Crit Volume:	20				166		784		202			
Crit Moves:	****				****		****		****			

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- PM Peak Hour

Scenario Report

Scenario:	2010 CEQA Baseline (Adjusted) PM Peak
Command:	2010 CEQA Baseline (Adjusted) PM Peak
Volume:	2010 PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Construction PM
Trip Distribution:	Construction
Paths:	Construction
Routes:	Default Route
Configuration:	2010

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- PM Peak Hour

Trip Generation Report

Forecast for 2010 Construction Trips PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
5	Cumu Proj- E	1.00	Evergreen	0.00	75.00	0	75	75	100.0
	Zone 5 Subtotal					0	75	75	100.0
TOTAL						0	75	75	100.0

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- PM Peak Hour

Trip Distribution Report
Ferry St/SR-47 EB On-Ramp Utilized
Percent Of Trips Construction

	To Gates	
	1	2
Zone	-----	-----
5	50.0	50.0

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- PM Peak Hour

Turning Movement Report
2010 Construction Trips PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Navy Way and Seaside Avenue													
Base	311	0	488	0	0	0	0	2370	181	48	2028	0	5426
Added	0	0	0	0	0	0	0	38	0	0	0	0	38
APL Cu	75	0	75	0	0	0	0	0	0	0	0	0	150
Total	386	0	563	0	0	0	0	2408	181	48	2028	0	5614
#4 Ferry St and SR-47 EB On-Ramp													
Base	0	571	572	6	282	0	0	0	0	342	0	4	1777
Added	0	38	38	0	0	0	0	0	0	0	0	0	76
Total	0	609	610	6	282	0	0	0	0	342	0	4	1853
#10 Henry Ford Avenue and Anaheim Street													
Base	374	369	99	102	72	33	20	1225	147	55	1348	118	3962
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	374	369	99	102	72	33	20	1225	147	55	1348	118	3962
#12 Alameda Street and Anaheim Street													
Base	9	428	430	24	264	204	163	896	15	337	1298	37	4105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	428	430	24	264	204	163	896	15	337	1298	37	4105

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Navy Way and Seaside Avenue	B	xxxxx	0.693	C	xxxxx	0.731	+ 0.038
# 4 Ferry St and SR-47 EB On-Ramp	A	xxxxx	0.539	A	xxxxx	0.566	+ 0.027
# 10 Henry Ford Avenue and Anaheim	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000
# 12 Alameda Street and Anaheim Str	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- PM Peak Hour

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

Intersection #1 Navy Way and Seaside Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	Navy Way						Seaside Avenue					
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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	3 0 1	2	0	3 0 0
Volume Module: >> Count Date: 13 Dec 2007 << 400-500 PM												
Base Vol:	311	0	488	0	0	0	0	2370	181	48	2028	0
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:	311	0	488	0	0	0	0	2370	181	48	2028	0
Added Vol:	0	0	0	0	0	0	0	38	0	0	0	0
APL Cumulat:	75	0	75	0	0	0	0	0	0	0	0	0
Initial Fut:	386	0	563	0	0	0	0	2408	181	48	2028	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:	386	0	0	0	0	0	0	2408	181	48	2028	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	0	0	0	0	0	0	2408	181	48	2028	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
FinalVolume:	425	0	0	0	0	0	0	2408	181	53	2028	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	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:	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.13	0.02	0.47	0.00
Crit Volume:	212			0			803			26		
Crit Moves:	****						****			****		

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- PM Peak Hour

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

Intersection #4 Ferry St and SR-47 EB On-Ramp

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

Street Name:	Ferry Street						SR-47 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			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 1	1	0 2	0 0	0 0	0	0 0	1	0 1!	0 0
Volume Module:400-500												
Base Vol:	0	571	572	6	282	0	0	0	0	342	0	4
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:	0	571	572	6	282	0	0	0	0	342	0	4
Added Vol:	0	38	38	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	609	610	6	282	0	0	0	0	342	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	609	610	6	282	0	0	0	0	342	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	609	610	6	282	0	0	0	0	342	0	4
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	1.10	1.00	1.00
FinalVolume:	0	609	610	6	282	0	0	0	0	376	0	4
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.98	0.00	0.02
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2820	0	30
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.00	0.10	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Volume:			610	6				0		190		
Crit Moves:			****	****						****		

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- PM Peak Hour

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

Intersection #10 Henry Ford Avenue and Anaheim Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Street Name:	Henry Ford Avenue						Anaheim Street					
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			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	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:	374	369	99	102	72	33	20	1225	147	55	1348	118
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:	374	369	99	102	72	33	20	1225	147	55	1348	118
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:	374	369	99	102	72	33	20	1225	147	55	1348	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	374	369	99	102	72	33	20	1225	0	55	1348	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	369	99	102	72	33	20	1225	0	55	1348	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	411	369	99	102	72	33	20	1225	0	55	1348	118
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:	1.58	1.42	1.00	1.00	2.06	0.94	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2175	1950	1375	1375	2829	1296	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.07	0.07	0.03	0.03	0.01	0.45	0.00	0.04	0.49	0.09
Crit Volume:		260		102			20				674	
Crit Moves:		****		****			****				****	

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA Baseline- PM Peak Hour

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

Intersection #12 Alameda Street and Anaheim Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Street Name:	Alameda Street						Anaheim Street					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 1	1 0	2	0 1	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	9	428	430	24	264	204	163	896	15	337	1298	37
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:	9	428	430	24	264	204	163	896	15	337	1298	37
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:	9	428	430	24	264	204	163	896	15	337	1298	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:	9	428	430	24	264	204	163	896	15	337	1298	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	428	430	24	264	204	163	896	15	337	1298	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	9	428	473	24	264	204	163	896	15	371	1298	37
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	1.57	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	2031	2244	1425	2850	1425	1425	2850	1425	2850	2771	79
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.02	0.09	0.14	0.11	0.31	0.01	0.13	0.47	0.47
Crit Volume:	300			24			163					668
Crit Moves:	****			****			****					****

Year 2010 Adjusted CEQA/NEPA Baseline + Project Construction Traffic Intersection Level of Service (LOS)

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA + Construction Trips- PM Peak

Scenario Report

Scenario:	2010 CEQA Baseline (Adjusted) + Const Trips PM Peak
Command:	2010 CEQA Baseline (Adjusted) + Const Trips PM Peak
Volume:	2010 PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Construction PM
Trip Distribution:	Construction
Paths:	Construction
Routes:	Default Route
Configuration:	2010

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA + Construction Trips- PM Peak

Trip Generation Report

Forecast for 2010 Construction Trips PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	2010 Const.	1.00	Construction T	0.00	211.00	0	211	211	35.3
	Zone 2 Subtotal					0	211	211	35.3
3	2010 Const S	1.00	Construction T	0.00	222.00	0	222	222	37.1
	Zone 3 Subtotal					0	222	222	37.1
4	Off-Site Con	1.00	Off-Site Const	0.00	90.00	0	90	90	15.1
	Zone 4 Subtotal					0	90	90	15.1
5	Cumu Proj- E	1.00	Evergreen	0.00	75.00	0	75	75	12.5
	Zone 5 Subtotal					0	75	75	12.5
TOTAL						0	598	598	100.0

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA + Construction Trips- PM Peak

Trip Distribution Report
Ferry St/SR-47 EB On-Ramp Utilized
Percent Of Trips Construction

	To Gates				
Zone	1	2	3	4	5
2	45.0	55.0	0.0	0.0	0.0
3	50.0	50.0	0.0	0.0	0.0
4	0.0	0.0	35.0	30.0	35.0
5	50.0	50.0	0.0	0.0	0.0

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA + Construction Trips- PM Peak

Turning Movement Report
2010 Construction Trips PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Navy Way and Seaside Avenue													
Base	311	0	488	0	0	0	0	2370	181	48	2028	0	5426
Added	95	0	116	0	0	0	0	149	0	0	0	0	360
APL Cu	75	0	75	0	0	0	0	0	0	0	0	0	150
Total	481	0	679	0	0	0	0	2519	181	48	2028	0	5936
#4 Ferry St and SR-47 EB On-Ramp													
Base	0	571	572	6	282	0	0	0	0	342	0	4	1777
Added	0	149	149	0	0	0	0	0	0	0	0	0	298
Total	0	720	721	6	282	0	0	0	0	342	0	4	2075
#10 Henry Ford Avenue and Anaheim Street													
Base	374	369	99	102	72	33	20	1225	147	55	1348	118	3962
Added	0	0	0	0	0	0	0	32	0	0	0	0	32
Total	374	369	99	102	72	33	20	1257	147	55	1348	118	3994
#12 Alameda Street and Anaheim Street													
Base	9	428	430	24	264	204	163	896	15	337	1298	37	4105
Added	0	0	0	0	0	0	27	32	0	0	0	0	59
Total	9	428	430	24	264	204	190	928	15	337	1298	37	4164

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA + Construction Trips- PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Navy Way and Seaside Avenue	B	xxxxx	0.693	C	xxxxx	0.793	+ 0.100
# 4 Ferry St and SR-47 EB On-Ramp	A	xxxxx	0.539	B	xxxxx	0.644	+ 0.105
# 10 Henry Ford Avenue and Anaheim	C	xxxxx	0.768	C	xxxxx	0.760	-0.008
# 12 Alameda Street and Anaheim Str	D	xxxxx	0.810	D	xxxxx	0.829	+ 0.019

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA + Construction Trips- PM Peak

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

Intersection #1 Navy Way and Seaside Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Street Name:	Navy Way						Seaside Avenue					
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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	3 0 1	2	0	3 0 0
Volume Module: >> Count Date: 13 Dec 2007 << 400-500 PM												
Base Vol:	311	0	488	0	0	0	0	2370	181	48	2028	0
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:	311	0	488	0	0	0	0	2370	181	48	2028	0
Added Vol:	95	0	116	0	0	0	0	149	0	0	0	0
APL Cumulat:	75	0	75	0	0	0	0	0	0	0	0	0
Initial Fut:	481	0	679	0	0	0	0	2519	181	48	2028	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:	481	0	0	0	0	0	0	2519	181	48	2028	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	0	0	0	0	0	0	2519	181	48	2028	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
FinalVolume:	529	0	0	0	0	0	0	2519	181	53	2028	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	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:	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.59	0.13	0.02	0.47	0.00
Crit Volume:	265			0			840			26		
Crit Moves:	****						****			****		

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA + Construction Trips- PM Peak

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

Intersection #4 Ferry St and SR-47 EB On-Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	Ferry Street									SR-47 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Prot+Permit			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	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:400-500												
Base Vol:	0	571	572	6	282	0	0	0	0	342	0	4
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:	0	571	572	6	282	0	0	0	0	342	0	4
Added Vol:	0	149	149	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	720	721	6	282	0	0	0	0	342	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	720	721	6	282	0	0	0	0	342	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	720	721	6	282	0	0	0	0	342	0	4
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	1.10	1.00	1.00
FinalVolume:	0	720	721	6	282	0	0	0	0	376	0	4
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.98	0.00	0.02
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2820	0	30
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.00	0.10	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Volume:			721		6				0	190		
Crit Moves:			****	****						****		

Plains SEIS/R Ground Transportation and Circulation Study
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Henry Ford Avenue and Anaheim Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Street Name:	Henry Ford Avenue									Anaheim Street					
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			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	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:	374	369	99	102	72	33	20	1225	147	55	1348	118
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:	374	369	99	102	72	33	20	1225	147	55	1348	118
Added Vol:	0	0	0	0	0	0	0	32	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	369	99	102	72	33	20	1257	147	55	1348	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	374	369	99	102	72	33	20	1257	0	55	1348	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	369	99	102	72	33	20	1257	0	55	1348	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	411	369	99	102	72	33	20	1257	0	55	1348	118
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:	1.58	1.42	1.00	1.00	2.06	0.94	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2175	1950	1375	1375	2829	1296	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.07	0.07	0.03	0.03	0.01	0.46	0.00	0.04	0.49	0.09
Crit Volume:			260		102				629	55		
Crit Moves:		****		****				****		****		

Plains SEIS/R Ground Transportation and Circulation Study
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Alameda Street and Anaheim Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: D

Street Name:	Alameda Street						Anaheim Street					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1	1 0	2	0 1	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	9	428	430	24	264	204	163	896	15	337	1298	37
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:	9	428	430	24	264	204	163	896	15	337	1298	37
Added Vol:	0	0	0	0	0	0	27	32	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	428	430	24	264	204	190	928	15	337	1298	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:	9	428	430	24	264	204	190	928	15	337	1298	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	428	430	24	264	204	190	928	15	337	1298	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	9	428	473	24	264	204	190	928	15	371	1298	37
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	1.57	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	2031	2244	1425	2850	1425	1425	2850	1425	2850	2771	79
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.02	0.09	0.14	0.13	0.33	0.01	0.13	0.47	0.47
Crit Volume:	300			24			190					668
Crit Moves:	****			****			****					****

Year 2010 Adjusted CEQA/NEPA Baseline + Project Construction Traffic With Mitigation Intersection Level of Service (LOS)

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA + Construction Trips-MITIGATED- PM Peak

Scenario Report

Scenario:	2010 CEQA Baseline (Adjusted) + Const Trips PM Peak
Command:	2010 CEQA Baseline (Adjusted) + Const Trips PM Peak
Volume:	2010 PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Construction PM
Trip Distribution:	Construction
Paths:	Construction
Routes:	Default Route
Configuration:	2010

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA + Construction Trips-MITIGATED- PM Peak

Trip Generation Report

Forecast for 2010 Construction Trips PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	2010 Const.	1.00	Construction T	0.00	211.00	0	211	211	35.3
	Zone 2 Subtotal					0	211	211	35.3
3	2010 Const S	1.00	Construction T	0.00	222.00	0	222	222	37.1
	Zone 3 Subtotal					0	222	222	37.1
4	Off-Site Con	1.00	Off-Site Const	0.00	90.00	0	90	90	15.1
	Zone 4 Subtotal					0	90	90	15.1
5	Cumu Proj- E	1.00	Evergreen	0.00	75.00	0	75	75	12.5
	Zone 5 Subtotal					0	75	75	12.5
TOTAL						0	598	598	100.0

Plains SEIS/R Ground Transportation and Circulation Study
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2010 CEQA Baseline (Adjusted)/NEPA + Construction Trips-MITIGATED- PM Peak

Trip Distribution Report

Percent Of Trips Construction

Zone	To Gates 1	2	3	4	5
2	45.0	55.0	0.0	0.0	0.0
3	50.0	50.0	0.0	0.0	0.0
4	0.0	0.0	35.0	30.0	35.0
5	50.0	50.0	0.0	0.0	0.0

Plains SEIS/R Ground Transportation and Circulation Study
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Turning Movement Report
2010 Construction Trips PM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Navy Way and Seaside Avenue													
Base	311	0	488	0	0	0	0	2370	181	48	2028	0	5426
Added	95	0	227	0	0	0	0	38	0	0	0	0	360
APL Cu	75	0	75	0	0	0	0	0	0	0	0	0	150
Total	481	0	790	0	0	0	0	2408	181	48	2028	0	5936
#4 Ferry St and SR-47 EB On-Ramp													
Base	0	571	572	6	282	0	0	0	0	342	0	4	1777
Added	0	149	38	0	0	0	0	0	0	0	0	0	187
Total	0	720	610	6	282	0	0	0	0	342	0	4	1964
#10 Henry Ford Avenue and Anaheim Street													
Base	374	369	99	102	72	33	20	1225	147	55	1348	118	3962
Added	0	0	0	0	0	0	0	32	0	0	0	0	32
Total	374	369	99	102	72	33	20	1257	147	55	1348	118	3994
#12 Alameda Street and Anaheim Street													
Base	9	428	430	24	264	204	163	896	15	337	1298	37	4105
Added	0	0	0	0	0	0	27	32	0	0	0	0	59
Total	9	428	430	24	264	204	190	928	15	337	1298	37	4164

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA + Construction Trips-MITIGATED- PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Navy Way and Seaside Avenue	B	xxxxx	0.693	C	xxxxx	0.767	+ 0.075
# 4 Ferry St and SR-47 EB On-Ramp	A	xxxxx	0.539	B	xxxxx	0.643	+ 0.104
# 10 Henry Ford Avenue and Anaheim	C	xxxxx	0.768	C	xxxxx	0.760	-0.008
# 12 Alameda Street and Anaheim Str	D	xxxxx	0.810	D	xxxxx	0.829	+ 0.019

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA + Construction Trips-MITIGATED- PM Peak

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

Intersection #1 Navy Way and Seaside Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Street Name:	Navy Way						Seaside Avenue					
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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	3 0 1	2	0	3 0 0
Volume Module: >> Count Date: 13 Dec 2007 << 400-500 PM												
Base Vol:	311	0	488	0	0	0	0	2370	181	48	2028	0
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:	311	0	488	0	0	0	0	2370	181	48	2028	0
Added Vol:	95	0	227	0	0	0	0	38	0	0	0	0
APL Cumulat:	75	0	75	0	0	0	0	0	0	0	0	0
Initial Fut:	481	0	790	0	0	0	0	2408	181	48	2028	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:	481	0	0	0	0	0	0	2408	181	48	2028	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	0	0	0	0	0	0	2408	181	48	2028	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
FinalVolume:	529	0	0	0	0	0	0	2408	181	53	2028	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	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:	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.13	0.02	0.47	0.00
Crit Volume:	265			0			803			26		
Crit Moves:	****						****			****		

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

Intersection #4 Ferry St and SR-47 EB On-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	Ferry Street						SR-47 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			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 1	1 0	2	0 0	0 0	0	0 0	1 0	1!	0 0
Volume Module:400-500												
Base Vol:	0	571	572	6	282	0	0	0	0	342	0	4
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:	0	571	572	6	282	0	0	0	0	342	0	4
Added Vol:	0	149	38	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	720	610	6	282	0	0	0	0	342	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	720	610	6	282	0	0	0	0	342	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	720	610	6	282	0	0	0	0	342	0	4
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	1.10	1.00	1.00
FinalVolume:	0	720	610	6	282	0	0	0	0	376	0	4
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.98	0.00	0.02
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2820	0	30
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.43	0.00	0.10	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Volume:		720		6				0		190		
Crit Moves:		****		****						****		

Plains SEIS/R Ground Transportation and Circulation Study
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Henry Ford Avenue and Anaheim Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Henry Ford Avenue						Anaheim Street					
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			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	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:	374	369	99	102	72	33	20	1225	147	55	1348	118
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:	374	369	99	102	72	33	20	1225	147	55	1348	118
Added Vol:	0	0	0	0	0	0	0	32	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	369	99	102	72	33	20	1257	147	55	1348	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	374	369	99	102	72	33	20	1257	0	55	1348	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	369	99	102	72	33	20	1257	0	55	1348	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	411	369	99	102	72	33	20	1257	0	55	1348	118
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:	1.58	1.42	1.00	1.00	2.06	0.94	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2175	1950	1375	1375	2829	1296	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.07	0.07	0.03	0.03	0.01	0.46	0.00	0.04	0.49	0.09
Crit Volume:		260		102				629		55		
Crit Moves:		****		****				****		****		

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA + Construction Trips-MITIGATED- PM Peak

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

Intersection #12 Alameda Street and Anaheim Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: D

Street Name:	Alameda Street						Anaheim Street					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 1	1 0	2	0 1	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	9	428	430	24	264	204	163	896	15	337	1298	37
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:	9	428	430	24	264	204	163	896	15	337	1298	37
Added Vol:	0	0	0	0	0	0	27	32	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	428	430	24	264	204	190	928	15	337	1298	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:	9	428	430	24	264	204	190	928	15	337	1298	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	428	430	24	264	204	190	928	15	337	1298	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	9	428	473	24	264	204	190	928	15	371	1298	37
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	1.57	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	2031	2244	1425	2850	1425	1425	2850	1425	2850	2771	79
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.02	0.09	0.14	0.13	0.33	0.01	0.13	0.47	0.47
Crit Volume:	300			24			190					668
Crit Moves:	****			****			****					****

Year 2010 Adjusted CEQA/NEPA Baseline + Project Traffic Intersection Level of Service (LOS)

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA With Project- AM Peak Hour

Scenario Report

Scenario:	2010 CEQA Baseline (Adjusted) + Project AM Peak
Command:	2010 CEQA Base + Project AM Peak
Volume:	2010 AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	2010

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA With Project- AM Peak Hour

Trip Generation Report

Forecast for Project Trips AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Project Trip	1.00	2004 Project T	40.00	0.00	40	0	40	100.0
	Zone 1 Subtotal					40	0	40	100.0
TOTAL						40	0	40	100.0

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA With Project- AM Peak Hour

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2
1	50.0	50.0
5	50.0	50.0

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA With Project- AM Peak Hour

Turning Movement Report
Project Trips AM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Navy Way and Seaside Avenue													
Base	88	0	206	0	0	0	0	2333	260	103	2320	0	5310
Added	0	0	0	0	0	0	0	0	20	20	0	0	40
APL Cu	0	0	0	0	0	0	0	0	75	75	0	0	150
Total	88	0	206	0	0	0	0	2333	355	198	2320	0	5500
#4 Ferry St and SR-47 EB On-Ramp													
Base	0	114	144	4	600	0	0	0	0	518	0	3	1383
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	114	144	4	600	0	0	0	0	518	0	3	1383
#10 Henry Ford Avenue and Anaheim Street													
Base	111	76	96	68	115	6	23	1462	485	63	1097	77	3679
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	111	76	96	68	115	6	23	1462	485	63	1097	77	3679
#12 Alameda Street and Anaheim Street													
Base	20	102	292	22	201	166	141	1568	19	367	786	27	3711
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	102	292	22	201	166	141	1568	19	367	786	27	3711

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA With Project- AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Navy Way and Seaside Avenue	B	xxxxx	0.619	B	xxxxx	0.656	+ 0.037
# 4 Ferry St and SR-47 EB On-Ramp	A	xxxxx	0.412	A	xxxxx	0.412	+ 0.000
# 10 Henry Ford Avenue and Anaheim	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000
# 12 Alameda Street and Anaheim Str	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA With Project- AM Peak Hour

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

Intersection #1 Navy Way and Seaside Avenue

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

Street Name:	Navy Way						Seaside Avenue					
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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	3 0 1	2	0	3 0 0
Volume Module:												
Base Vol:	88	0	206	0	0	0	0	2333	260	103	2320	0
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:	88	0	206	0	0	0	0	2333	260	103	2320	0
Added Vol:	0	0	0	0	0	0	0	0	20	20	0	0
APL Cumulat:	0	0	0	0	0	0	0	0	75	75	0	0
Initial Fut:	88	0	206	0	0	0	0	2333	355	198	2320	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:	88	0	0	0	0	0	0	2333	355	198	2320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	0	0	0	0	0	2333	355	198	2320	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
FinalVolume:	97	0	0	0	0	0	0	2333	355	218	2320	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	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	0.55	0.25	0.08	0.54	0.00
Crit Volume:	48				0			778		109		
Crit Moves:	****							****		****		

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA With Project- AM Peak Hour

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

Intersection #4 Ferry St and SR-47 EB On-Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Ferry Street						SR-47 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			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 1	1	0 2	0 0	0 0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	114	144	4	600	0	0	0	0	518	0	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:	0	114	144	4	600	0	0	0	0	518	0	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:	0	114	144	4	600	0	0	0	0	518	0	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:	0	114	144	4	600	0	0	0	0	518	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	114	144	4	600	0	0	0	0	518	0	3
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	1.10	1.00	1.00
FinalVolume:	0	114	144	4	600	0	0	0	0	570	0	3
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.99	0.00	0.01
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2835	0	15
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.10	0.00	0.21	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Crit Volume:	0				300			0		286		
Crit Moves:	****				****					****		

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA With Project- AM Peak Hour

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

Intersection #10 Henry Ford Avenue and Anaheim Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name:	Henry Ford Avenue						Anaheim Street					
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			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	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:	111	76	96	68	115	6	23	1462	485	63	1097	77
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:	111	76	96	68	115	6	23	1462	485	63	1097	77
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:	111	76	96	68	115	6	23	1462	485	63	1097	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	111	76	96	68	115	6	23	1462	0	63	1097	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	76	96	68	115	6	23	1462	0	63	1097	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	122	76	96	68	115	6	23	1462	0	63	1097	77
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:	1.85	1.15	1.00	1.00	2.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2542	1583	1375	1375	3920	205	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.07	0.05	0.03	0.03	0.02	0.53	0.00	0.05	0.40	0.06
Crit Volume:			96	68				731		63		
Crit Moves:			****	****				****		****		

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA With Project- AM Peak Hour

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

Intersection #12 Alameda Street and Anaheim Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: D

Street Name:	Alameda Street						Anaheim Street					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1	1 0	2	0 1	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	20	102	292	22	201	166	141	1568	19	367	786	27
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:	20	102	292	22	201	166	141	1568	19	367	786	27
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:	20	102	292	22	201	166	141	1568	19	367	786	27
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:	20	102	292	22	201	166	141	1568	19	367	786	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	102	292	22	201	166	141	1568	19	367	786	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	20	102	321	22	201	166	141	1568	19	404	786	27
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	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2755	95
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.11	0.02	0.07	0.12	0.10	0.55	0.01	0.14	0.29	0.29
Crit Volume:	20					166		784		202		
Crit Moves:	****					****		****		****		

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline (Adjusted)/NEPA WIth Project- PM Peak Hour

Scenario Report

Scenario:	2010 CEQA Baseline (Adjusted) + Project PM Peak
Command:	2010 CEQA Base + Project PM Peak
Volume:	2010 PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project PM
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	2010

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline(Adjusted)/NEPA WIth Project- PM Peak Hour

Trip Generation Report

Forecast for Project Trips PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Project Trip	1.00	2004 Project T	0.00	40.00	0	40	40	34.8
	Zone 1 Subtotal					0	40	40	34.8
5	Cumu Proj- E	1.00	Evergreen	0.00	75.00	0	75	75	65.2
	Zone 5 Subtotal					0	75	75	65.2
TOTAL						0	115	115	100.0

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline(Adjusted)/NEPA WIth Project- PM Peak Hour

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2
1	50.0	50.0
5	50.0	50.0

Plains SEIS/R Ground Transportation and Circulation Study
Port of Los Angeles
2010 CEQA Baseline(Adjusted)/NEPA WIth Project- PM Peak Hour

Turning Movement Report
Project Trips PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Navy Way and Seaside Avenue													
Base	311	0	488	0	0	0	0	2370	181	48	2028	0	5426
Added	20	0	20	0	0	0	0	38	0	0	0	0	78
APL Cu	75	0	75	0	0	0	0	0	0	0	0	0	150
Total	406	0	583	0	0	0	0	2408	181	48	2028	0	5654
#4 Ferry St and SR-47 EB On-Ramp													
Base	0	571	572	6	282	0	0	0	0	342	0	4	1777
Added	0	38	38	0	0	0	0	0	0	0	0	0	76
Total	0	609	610	6	282	0	0	0	0	342	0	4	1853
#10 Henry Ford Avenue and Anaheim Street													
Base	374	369	99	102	72	33	20	1225	147	55	1348	118	3962
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	374	369	99	102	72	33	20	1225	147	55	1348	118	3962
#12 Alameda Street and Anaheim Street													
Base	9	428	430	24	264	204	163	896	15	337	1298	37	4105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	428	430	24	264	204	163	896	15	337	1298	37	4105

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/Veh	V/C	Future LOS	Del/Veh	V/C	Change in V/C
# 1 Navy Way and Seaside Avenue	B	xxxxx	0.693	C	xxxxx	0.739	+ 0.046
# 4 Ferry St and SR-47 EB On-Ramp	A	xxxxx	0.539	A	xxxxx	0.566	+ 0.027
# 10 Henry Ford Avenue and Anaheim	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000
# 12 Alameda Street and Anaheim Str	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000

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

Intersection #1 Navy Way and Seaside Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Street Name:	Navy Way						Seaside Avenue					
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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	3 0 1	2	0	3 0 0
Volume Module: >> Count Date: 13 Dec 2007 << 400-500 PM												
Base Vol:	311	0	488	0	0	0	0	2370	181	48	2028	0
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:	311	0	488	0	0	0	0	2370	181	48	2028	0
Added Vol:	20	0	20	0	0	0	0	38	0	0	0	0
APL Cumulat:	75	0	75	0	0	0	0	0	0	0	0	0
Initial Fut:	406	0	583	0	0	0	0	2408	181	48	2028	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:	406	0	0	0	0	0	0	2408	181	48	2028	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	0	0	0	0	0	0	2408	181	48	2028	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
FinalVolume:	447	0	0	0	0	0	0	2408	181	53	2028	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	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:	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.13	0.02	0.47	0.00
Crit Volume:	223			0			803			26		
Crit Moves:	****						****			****		

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

Intersection #4 Ferry St and SR-47 EB On-Ramp

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

Street Name:	Ferry Street						SR-47 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			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 1	1	0 2	0 0	0 0	0	0 0	1	0 1!	0 0
Volume Module:400-500												
Base Vol:	0	571	572	6	282	0	0	0	0	342	0	4
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:	0	571	572	6	282	0	0	0	0	342	0	4
Added Vol:	0	38	38	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	609	610	6	282	0	0	0	0	342	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	609	610	6	282	0	0	0	0	342	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	609	610	6	282	0	0	0	0	342	0	4
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	1.10	1.00	1.00
FinalVolume:	0	609	610	6	282	0	0	0	0	376	0	4
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.98	0.00	0.02
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2820	0	30
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.00	0.10	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Volume:			610	6				0		190		
Crit Moves:			****	****						****		

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

Intersection #10 Henry Ford Avenue and Anaheim Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Street Name:	Henry Ford Avenue						Anaheim Street					
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			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	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:	374	369	99	102	72	33	20	1225	147	55	1348	118
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:	374	369	99	102	72	33	20	1225	147	55	1348	118
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:	374	369	99	102	72	33	20	1225	147	55	1348	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	374	369	99	102	72	33	20	1225	0	55	1348	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	369	99	102	72	33	20	1225	0	55	1348	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	411	369	99	102	72	33	20	1225	0	55	1348	118
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:	1.58	1.42	1.00	1.00	2.06	0.94	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2175	1950	1375	1375	2829	1296	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.07	0.07	0.03	0.03	0.01	0.45	0.00	0.04	0.49	0.09
Crit Volume:		260		102			20				674	
Crit Moves:		****		****			****				****	

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

Intersection #12 Alameda Street and Anaheim Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	D

Street Name:	Alameda Street						Anaheim Street					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 1	1 0	2	0 1	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	9	428	430	24	264	204	163	896	15	337	1298	37
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:	9	428	430	24	264	204	163	896	15	337	1298	37
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:	9	428	430	24	264	204	163	896	15	337	1298	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:	9	428	430	24	264	204	163	896	15	337	1298	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	428	430	24	264	204	163	896	15	337	1298	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	9	428	473	24	264	204	163	896	15	371	1298	37
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	1.57	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	2031	2244	1425	2850	1425	1425	2850	1425	2850	2771	79
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.02	0.09	0.14	0.11	0.31	0.01	0.13	0.47	0.47
Crit Volume:		300			24			163				668
Crit Moves:		****			****			****				****