Appendix H

Ground Transportation

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Appendix H1

Traffic Worksheets

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Capacity Analysis Worksheets

CEQA Analysis

APL
2008 Baseline
AM Peak Hour

Scenario Report

Scenario:	2008 CEQA Baseline AM
Command:	2008 CEQA Baseline AM Peak
Volume:	2008 CEQA Baseline AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2008 Baseline
AM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	6	255	0	0	168	611	0	0	0	4	285	98	1427
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	255	0	0	168	611	0	0	0	4	285	98	1427
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	1	0	78	0	0	211	245	0	0	0	0	535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	78	0	0	211	245	0	0	0	0	535
#3 Seaside Ave / Navy Way													
Base	15	0	49	0	0	0	0	1836	350	108	1918	0	4276
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	0	49	0	0	0	0	1836	350	108	1918	0	4276
#4 Ferry St / SR 47 Ramps													
Base	0	73	118	7	375	0	0	0	0	313	0	2	888
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	73	118	7	375	0	0	0	0	313	0	2	888
#5 Anaheim St / Henry Ford Ave													
Base	53	26	40	89	156	27	62	800	263	49	839	114	2518
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	26	40	89	156	27	62	800	263	49	839	114	2518
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	117	57	70	199	291	34	46	1	132	12	3	21	983
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	57	70	199	291	34	46	1	132	12	3	21	983
#7 Alameda Street / Henry Ford Avenue													
Base	0	376	7	6	379	0	65	1	4	2	2	11	853
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	376	7	6	379	0	65	1	4	2	2	11	853
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	195	0	234	229	857	0	0	849	159	2523
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	195	0	234	229	857	0	0	849	159	2523
#9 Alameda St / PCH Ramp (O St)													
Base	0	323	94	354	586	0	0	0	0	113	0	273	1743
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	323	94	354	586	0	0	0	0	113	0	273	1743

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APL
2008 Baseline
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	27	6	202	37	155	139	465	3	8	526	175	1748
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	27	6	202	37	155	139	465	3	8	526	175	1748
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	541	67	347	936	0	0	0	0	45	0	331	2267
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	541	67	347	936	0	0	0	0	45	0	331	2267
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	2	0	1	3	656	0	0	733	0	1395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	1	3	656	0	0	733	0	1395
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	59	31	137	3	20	5	31	442	267	236	655	11	1897
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	31	137	3	20	5	31	442	267	236	655	11	1897
#14 Ferry St / Terminal Way													
Base	44	8	0	0	30	565	124	0	13	0	0	0	784
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	8	0	0	30	565	124	0	13	0	0	0	784
#15 Navy Way / Reeves Ave													
Base	6	60	8	85	272	52	33	4	11	1	4	18	554
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	60	8	85	272	52	33	4	11	1	4	18	554
#16 Anaheim St / Alameda St													
Base	25	127	353	1	172	137	99	820	12	214	873	4	2837
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	127	353	1	172	137	99	820	12	214	873	4	2837
#17 Pacific Coast Hwy / Harbor Ave													
Base	47	21	85	166	64	42	9	976	17	72	1614	67	3180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	47	21	85	166	64	42	9	976	17	72	1614	67	3180
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	131	173	60	5	197	52	68	857	43	79	1339	76	3080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	131	173	60	5	197	52	68	857	43	79	1339	76	3080

APL
2008 Baseline
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	72	0	0	68	0	1048	164	0	1179	93	2624
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	72	0	0	68	0	1048	164	0	1179	93	2624
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	165	2	283	49	0	0	3	86	74	207	60	93	1022
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	165	2	283	49	0	0	3	86	74	207	60	93	1022
#23 Anaheim St / Farragut Ave													
Base	0	0	0	12	0	47	20	987	0	0	1031	11	2108
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	12	0	47	20	987	0	0	1031	11	2108
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	34	0	33	124	0	78	131	573	31	47	677	5	1733
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	0	33	124	0	78	131	573	31	47	677	5	1733
#32 Middle Road / Sepulveda Blvd													
Base	41	2	34	7	0	7	3	603	54	96	684	110	1641
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	2	34	7	0	7	3	603	54	96	684	110	1641
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2008 Baseline
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	576	382	170	1117	0	0	0	0	228	0	166	2639
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	576	382	170	1117	0	0	0	0	228	0	166	2639
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	117	0	350	0	0	0	0	600	112	221	717	0	2117
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	0	350	0	0	0	0	600	112	221	717	0	2117
#229 223rd Stret at I-405 Ramps													
Base	13	23	13	81	2	177	568	412	5	10	755	60	2119
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	23	13	81	2	177	568	412	5	10	755	60	2119
#234 Alameda Street - ICTF In-Gate													
Base	0	836	0	0	1264	0	0	0	0	0	0	0	2100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	836	0	0	1264	0	0	0	0	0	0	0	2100
#892 Pier S Ave / Ocean Blvd													
Base	0	103	0	0	100	99	0	0	0	0	443	208	953
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	103	0	0	100	99	0	0	0	0	443	208	953
#895 Anaheim St / Harbor Ave													
Base	26	38	47	75	40	43	33	772	24	40	1288	260	2686
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	38	47	75	40	43	33	772	24	40	1288	260	2686
#896 Anaheim St / Santa Fe Ave													
Base	21	150	33	192	194	115	89	969	11	40	726	210	2750
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	150	33	192	194	115	89	969	11	40	726	210	2750
#897 Anaheim St / E I St-W 9th St													
Base	137	52	9	160	57	12	40	818	109	23	752	232	2401
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	137	52	9	160	57	12	40	818	109	23	752	232	2401

APL
2008 Baseline
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	33	77	4	118	82	232	0	118	236	50	950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	33	77	4	118	82	232	0	118	236	50	950
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	7	0	65	34	468	0	0	683	7	1264
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	7	0	65	34	468	0	0	683	7	1264
#914 Harry Bridges Blvd / Figueroa St													
Base	2	8	0	278	104	55	58	228	55	83	429	266	1566
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	8	0	278	104	55	58	228	55	83	429	266	1566
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	82	0	0	104	243	0	0	0	0	429
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	82	0	0	104	243	0	0	0	0	429
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	25	9	9	10	34	100	157	296	42	12	345	12	1051
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	9	9	10	34	100	157	296	42	12	345	12	1051

APL
2008 Baseline
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	23	11	12	6	18	13	17	461	112	37	444	8	1162
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	11	12	6	18	13	17	461	112	37	444	8	1162
#8912 Harry Bridges Blvd / Neptune Ave													
Base	5	0	5	2	2	23	9	659	2	13	437	1	1158
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	5	2	2	23	9	659	2	13	437	1	1158

APL
2008 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 Ocean Blvd / Terminal Island F	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.201	A	xxxxx	0.201	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.242	A	xxxxx	0.242	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.311	A	xxxxx	0.311	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.184	A	xxxxx	0.184	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.138	A	xxxxx	0.138	+ 0.000 V/C

APL
2008 Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	6	255	0	0	168	611	0	0	0	4	285	98
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:	6	255	0	0	168	611	0	0	0	4	285	98
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:	6	255	0	0	168	611	0	0	0	4	285	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	255	0	0	168	611	0	0	0	4	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	255	0	0	168	611	0	0	0	4	285	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	255	0	0	168	611	0	0	0	4	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.05	0.21	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

APL
2008 Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.201
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	1	0	78	0	0	211	245	0	0	0	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:	0	1	0	78	0	0	211	245	0	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:	0	1	0	78	0	0	211	245	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:	0	1	0	78	0	0	211	245	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	78	0	0	211	245	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
FinalVolume:	0	1	0	78	0	0	211	245	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.07	0.08	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	1
Volume Module:												
Base Vol:	15	0	49	0	0	0	0	1836	350	108	1918	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:	15	0	49	0	0	0	0	1836	350	108	1918	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:	15	0	49	0	0	0	0	1836	350	108	1918	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:	15	0	0	0	0	0	0	1836	350	108	1918	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	0	0	0	0	0	1836	350	108	1918	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
FinalVolume:	15	0	0	0	0	0	0	1836	350	108	1918	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:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.25	0.04	0.45	0.00
Crit Volume:	8			0			612			54		
Crit Moves:	****						****			****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.242
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	73	118	7	375	0	0	0	0	313	0	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:	0	73	118	7	375	0	0	0	0	313	0	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:	0	73	118	7	375	0	0	0	0	313	0	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:	0	73	118	7	375	0	0	0	0	313	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	73	118	7	375	0	0	0	0	313	0	2
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
FinalVolume:	0	73	118	7	375	0	0	0	0	313	0	2
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	2832	0	18
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Volume:	0			188			0			158		
Crit Moves:	****			****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	53	26	40	89	156	27	62	800	263	49	839	114
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:	53	26	40	89	156	27	62	800	263	49	839	114
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:	53	26	40	89	156	27	62	800	263	49	839	114
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:	53	26	40	89	156	27	62	800	0	49	839	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	26	40	89	156	27	62	800	0	49	839	114
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	53	26	40	89	156	27	62	800	0	49	839	114
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	1.00	1.00	1.00	2.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3644	631	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.06	0.04	0.04	0.04	0.28	0.00	0.03	0.29	0.08
Crit Volume:			40	89			62				420	
Crit Moves:			****	****			****				****	

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.311
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	117	57	70	199	291	34	46	1	132	12	3	21
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:	117	57	70	199	291	34	46	1	132	12	3	21
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:	117	57	70	199	291	34	46	1	132	12	3	21
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:	117	57	0	199	291	34	46	1	132	12	3	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	57	0	199	291	34	46	1	132	12	3	21
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
FinalVolume:	117	57	0	199	291	34	46	1	132	12	3	21
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	2.00	1.00	2.00	1.79	0.21	1.00	0.01	0.99	0.80	0.20	1.00
Final Sat.:	1375	2750	1375	2750	2462	288	1375	10	1365	1100	275	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.00	0.07	0.12	0.12	0.03	0.10	0.10	0.01	0.01	0.02
Crit Volume:	117				163				133		15	
Crit Moves:	****				****				****		****	

APL
2008 Baseline
AM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.184
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 14 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0 1	0	1 0	0 1	0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	376	7	6	379	0	65	1	4	2	2	11
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	376	7	6	379	0	65	1	4	2	2	11
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	376	7	6	379	0	65	1	4	2	2	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:	0	376	7	6	379	0	65	1	4	2	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	376	7	6	379	0	65	1	4	2	2	11
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	376	7	12	379	0	65	1	4	2	2	11
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	1.00	0.06	1.94	0.00	1.00	0.20	0.80	0.13	0.13	0.74
Final Sat.:	0	3000	1500	95	2905	0	1500	300	1200	200	200	1100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.06	0.13	0.00	0.04	0.00	0.00	0.01	0.01	0.01
Crit Volume:	0				196			65			15	
Crit Moves:	****				****			****			****	

APL
2008 Baseline
AM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0 0	1	1 0	2 0	0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	195	0	234	229	857	0	0	849	159
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	0	0	195	0	234	229	857	0	0	849	159
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	0	0	195	0	234	229	857	0	0	849	159
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	195	0	234	229	857	0	0	849	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	234	229	857	0	0	849	159
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
FinalVolume:	0	0	0	195	0	234	229	857	0	0	849	159
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3601	674
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.16	0.16	0.30	0.00	0.00	0.24	0.24
Crit Volume:		0			195			229			336	
Crit Moves:					****			****			****	

APL
2008 Baseline
AM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	323	94	354	586	0	0	0	0	113	0	273
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	323	94	354	586	0	0	0	0	113	0	273
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	323	94	354	586	0	0	0	0	113	0	273
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	323	94	354	586	0	0	0	0	113	0	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	323	94	354	586	0	0	0	0	113	0	273
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
FinalVolume:	0	323	94	354	586	0	0	0	0	113	0	273
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	2.32	0.68	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3311	964	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.25	0.14	0.00	0.00	0.00	0.00	0.08	0.00	0.19
Crit Volume:			139	354				0		113		
Crit Moves:			****	****						****		

APL
2008 Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	27	6	202	37	155	139	465	3	8	526	175
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:	5	27	6	202	37	155	139	465	3	8	526	175
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:	5	27	6	202	37	155	139	465	3	8	526	175
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:	5	27	6	202	37	155	139	465	3	8	526	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	27	6	202	37	155	139	465	3	8	526	175
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
FinalVolume:	5	27	6	202	37	155	139	465	3	8	526	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.42	0.32	1.69	0.31	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	421	2274	505	2705	495	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.07	0.07	0.10	0.09	0.15	0.00	0.01	0.33	0.11
Crit Moves:		****		****			****				****	

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	541	67	347	936	0	0	0	0	45	0	331
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	541	67	347	936	0	0	0	0	45	0	331
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	541	67	347	936	0	0	0	0	45	0	331
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:	0	541	67	347	936	0	0	0	0	45	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	541	67	347	936	0	0	0	0	45	0	331
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	541	67	347	936	0	0	0	0	45	0	331
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.67	0.33	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4271	529	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.20	0.00	0.00	0.00	0.00	0.03	0.00	0.10
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1! 0	0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	656	0	0	733	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:	0	0	0	2	0	1	3	656	0	0	733	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:	0	0	0	2	0	1	3	656	0	0	733	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:	0	0	0	2	0	1	3	656	0	0	733	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	1	3	656	0	0	733	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
FinalVolume:	0	0	0	2	0	1	3	656	0	0	733	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.67	0.00	0.33	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	853	0	427	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.29	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****		****				****	

APL
2008 Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	59	31	137	3	20	5	31	442	267	236	655	11
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:	59	31	137	3	20	5	31	442	267	236	655	11
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:	59	31	137	3	20	5	31	442	267	236	655	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:	59	31	137	3	20	5	31	442	267	236	655	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	31	137	3	20	5	31	442	267	236	655	11
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
FinalVolume:	59	31	137	3	20	5	31	442	267	236	655	11
OvlAdjVol:			0						222			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.31	0.69	2.00	0.11	0.71	0.18	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	2098	1102	2880	171	1143	286	1600	3200	1600	2880	3147	53
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.02	0.02	0.02	0.02	0.14	0.17	0.08	0.21	0.21
OvlAdjV/S:			0.00						0.14			
Crit Moves:	****			****			****			****		

APL
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AM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	44	8	0	0	30	565	124	0	13	0	0	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:	44	8	0	0	30	565	124	0	13	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:	44	8	0	0	30	565	124	0	13	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	44	8	0	0	30	565	124	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	8	0	0	30	565	124	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	44	8	0	0	30	565	124	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.02	0.40	0.04	0.00	0.00	0.00	0.00	0.00
Crit Volume:	44					565	0				0	
Crit Moves:	****					****	****					

APL
2008 Baseline
AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.138
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	6	60	8	85	272	52	33	4	11	1	4	18
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:	6	60	8	85	272	52	33	4	11	1	4	18
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:	6	60	8	85	272	52	33	4	11	1	4	18
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:	6	60	8	85	272	52	33	4	11	1	4	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	60	8	85	272	52	33	4	11	1	4	18
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
FinalVolume:	6	60	8	85	272	52	33	4	11	1	4	18
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	2.65	0.35	1.00	1.68	0.32	2.00	0.27	0.73	0.20	0.80	1.00
Final Sat.:	1375	3640	485	1375	2309	441	2750	367	1008	275	1100	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.12	0.12	0.01	0.01	0.01	0.00	0.00	0.01
Crit Volume:	6					162	17				5	
Crit Moves:	****					****	****				****	

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Scenario Report

Scenario:	2008 CEQA Baseline MD
Command:	2008 CEQA Baseline MD Peak
Volume:	2008 CEQA Baseline MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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MD Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	4	548	0	0	134	410	0	0	0	6	233	149	1484
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	548	0	0	134	410	0	0	0	6	233	149	1484
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	0	136	4	0	548	278	0	0	0	0	972
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	136	4	0	548	278	0	0	0	0	972
#3 Seaside Ave / Navy Way													
Base	241	0	477	0	0	0	0	1153	152	39	1274	0	3336
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	241	0	477	0	0	0	0	1153	152	39	1274	0	3336
#4 Ferry St / SR 47 Ramps													
Base	0	119	212	6	272	0	0	0	0	127	0	5	741
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	119	212	6	272	0	0	0	0	127	0	5	741
#5 Anaheim St / Henry Ford Ave													
Base	190	209	116	176	271	67	91	877	202	104	802	156	3261
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	209	116	176	271	67	91	877	202	104	802	156	3261
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	43	12	30	0	15	203	33	141	70	238	202	987
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	43	12	30	0	15	203	33	141	70	238	202	987
#7 Alameda Street / Henry Ford Avenue													
Base	0	549	33	6	342	0	97	4	3	1	5	21	1061
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	549	33	6	342	0	97	4	3	1	5	21	1061
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	122	0	122	192	866	0	0	750	149	2201
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	122	0	122	192	866	0	0	750	149	2201
#9 Alameda St / PCH Ramp (O St)													
Base	0	655	139	240	585	0	0	0	0	103	0	292	2014
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	655	139	240	585	0	0	0	0	103	0	292	2014

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	8	27	13	140	32	119	169	479	8	9	356	167	1527
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	27	13	140	32	119	169	479	8	9	356	167	1527
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	770	106	165	634	0	0	0	0	68	0	312	2055
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	770	106	165	634	0	0	0	0	68	0	312	2055
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	1	0	3	1	783	0	0	678	0	1466
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	3	1	783	0	0	678	0	1466
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	416	7	207	1	27	6	19	575	325	164	301	10	2058
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	416	7	207	1	27	6	19	575	325	164	301	10	2058
#14 Ferry St / Terminal Way													
Base	30	33	0	0	20	379	298	0	43	0	0	0	803
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	33	0	0	20	379	298	0	43	0	0	0	803
#15 Navy Way / Reeves Ave													
Base	7	380	1	19	124	48	287	1	6	1	2	51	927
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	380	1	19	124	48	287	1	6	1	2	51	927
#16 Anaheim St / Alameda St													
Base	7	162	343	11	132	112	83	723	15	197	811	17	2613
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	162	343	11	132	112	83	723	15	197	811	17	2613
#17 Pacific Coast Hwy / Harbor Ave													
Base	37	37	235	186	51	51	16	1288	21	76	1137	148	3283
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	37	235	186	51	51	16	1288	21	76	1137	148	3283
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	2	280	100	7	191	87	104	1233	6	0	947	99	3056
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	280	100	7	191	87	104	1233	6	0	947	99	3056

APL
2008 Baseline
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	52	0	0	226	0	1549	200	0	1204	18	3249
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	52	0	0	226	0	1549	200	0	1204	18	3249
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	101	5	210	22	2	4	5	107	176	282	61	174	1149
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	101	5	210	22	2	4	5	107	176	282	61	174	1149
#23 Anaheim St / Farragut Ave													
Base	0	0	0	21	0	77	22	1245	0	0	966	11	2342
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	21	0	77	22	1245	0	0	966	11	2342
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	61	7	16	165	14	118	151	444	48	35	445	4	1508
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	61	7	16	165	14	118	151	444	48	35	445	4	1508
#32 Middle Road / Sepulveda Blvd													
Base	76	11	78	16	3	4	5	509	89	54	415	231	1491
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	76	11	78	16	3	4	5	509	89	54	415	231	1491
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2008 Baseline
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	500	380	138	715	0	0	0	0	176	0	105	2014
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	500	380	138	715	0	0	0	0	176	0	105	2014
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	103	0	355	0	0	0	0	453	94	163	267	0	1435
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	103	0	355	0	0	0	0	453	94	163	267	0	1435
#229 223rd Stret at I-405 Ramps													
Base	8	10	12	80	7	150	504	307	15	30	289	45	1457
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	10	12	80	7	150	504	307	15	30	289	45	1457
#234 Alameda Street - ICTF In-Gate													
Base	0	961	0	0	964	0	0	0	0	0	0	0	1925
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	961	0	0	964	0	0	0	0	0	0	0	1925
#892 Pier S Ave / Ocean Blvd													
Base	0	86	0	0	222	119	0	0	0	0	398	223	1048
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	86	0	0	222	119	0	0	0	0	398	223	1048
#895 Anaheim St / Harbor Ave													
Base	28	36	96	177	66	55	33	1028	41	49	1063	225	2897
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	36	96	177	66	55	33	1028	41	49	1063	225	2897
#896 Anaheim St / Santa Fe Ave													
Base	25	196	42	168	154	129	94	864	24	39	921	250	2906
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	196	42	168	154	129	94	864	24	39	921	250	2906
#897 Anaheim St / E I St-W 9th St													
Base	133	85	15	128	47	17	39	774	101	19	775	212	2345
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	133	85	15	128	47	17	39	774	101	19	775	212	2345

APL
2008 Baseline
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	8	131	8	8	26	62	456	2	27	291	29	1048
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	8	131	8	8	26	62	456	2	27	291	29	1048
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	3	0	45	54	687	0	0	683	9	1481
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	45	54	687	0	0	683	9	1481
#914 Harry Bridges Blvd / Figueroa St													
Base	12	10	9	275	175	56	49	488	11	81	340	347	1853
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	10	9	275	175	56	49	488	11	81	340	347	1853
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	222	0	0	86	588	0	0	0	0	896
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	222	0	0	86	588	0	0	0	0	896
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	32	19	10	4	22	75	100	457	13	5	318	12	1067
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	19	10	4	22	75	100	457	13	5	318	12	1067

APL
2008 Baseline
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	152	20	69	5	11	25	18	392	47	11	458	10	1218
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	152	20	69	5	11	25	18	392	47	11	458	10	1218
#8912 Harry Bridges Blvd / Neptune Ave													
Base	2	3	14	7	2	18	16	532	8	7	632	7	1248
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	3	14	7	2	18	16	532	8	7	632	7	1248

APL
2008 Baseline
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.394	A	xxxxx	0.394	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.336	A	xxxxx	0.336	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.383	A	xxxxx	0.383	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.153	A	xxxxx	0.153	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.270	A	xxxxx	0.270	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.234	A	xxxxx	0.234	+ 0.000 V/C

APL
2008 Baseline
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)				Ocean Blvd			
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		Ignore	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 2 0 0		0 0 2 0 2		0 0 0 0 0		1 0 2 0 1	
Volume Module:								
Base Vol:	4 548	0	0 134	410	0 0	0	6 233	149
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:	4 548	0	0 134	410	0 0	0	6 233	149
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:	4 548	0	0 134	410	0 0	0	6 233	149
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Volume:	4 548	0	0 134	410	0 0	0	6 233	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	4 548	0	0 134	410	0 0	0	6 233	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	0.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
FinalVolume:	4 548	0	0 134	410	0 0	0	6 233	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	0.90	1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	1.00 2.00	0.00	0.00 2.00	2.00	0.00 0.00	0.00	1.00 2.00	1.00
Final Sat.:	1600 3200	0	0 3200	2880	0 0	0	1600 3200	1600
Capacity Analysis Module:								
Vol/Sat:	0.00 0.17	0.00	0.00 0.04	0.14	0.00 0.00	0.00	0.00 0.07	0.00
Crit Moves:	****		****				****	

APL
2008 Baseline
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)				Ocean Blvd			
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		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 2 0 1		1 1 0 0 0		2 0 1 1 0		0 0 0 0 0	
Volume Module:								
Base Vol:	0 6	0	136 4	0	548 278	0	0 0	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:	0 6	0	136 4	0	548 278	0	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:	0 6	0	136 4	0	548 278	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:	0 6	0	136 4	0	548 278	0	0 0	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	0 6	0	136 4	0	548 278	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
FinalVolume:	0 6	0	136 4	0	548 278	0	0 0	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	0.90 1.00	1.00	1.00 1.00	1.00
Lanes:	0.00 2.00	1.00	1.94 0.06	0.00	2.00 2.00	0.00	0.00 0.00	0.00
Final Sat.:	0 3200	1600	3109 91	0	2880 3200	0	0 0	0
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00	0.00	0.04 0.04	0.00	0.19 0.09	0.00	0.00 0.00	0.00
Crit Moves:	****		****		****			

APL
2008 Baseline
MD Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.383
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	3	0	1	2	0	3	0	0
Volume Module:																		
Base Vol:	241	0	477	0	0	0	0	1153	152	39	1274	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:	241	0	477	0	0	0	0	1153	152	39	1274	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:	241	0	477	0	0	0	0	1153	152	39	1274	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:	241	0	0	0	0	0	0	1153	152	39	1274	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	0	0	0	0	0	0	1153	152	39	1274	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
FinalVolume:	241	0	0	0	0	0	0	1153	152	39	1274	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:	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.11	0.01	0.30	0.00
Crit Volume:	121					0			384			425	
Crit Moves:	****											****	

APL
2008 Baseline
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.153
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit			Prot+Permit			Protected			Protected					
Rights:	Ovl			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	119	212	6	272	0	0	0	0	127	0	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:	0	119	212	6	272	0	0	0	0	127	0	5			
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	119	212	6	272	0	0	0	0	127	0	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:	0	119	212	6	272	0	0	0	0	127	0	5			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	119	212	6	272	0	0	0	0	127	0	5			
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			
FinalVolume:	0	119	212	6	272	0	0	0	0	127	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.92	0.00	0.08			
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2742	0	108			
Capacity Analysis Module:																							
Vol/Sat:	0.00	0.08	0.15	0.00	0.10	0.00	0.00	0.00	0.00	0.05	0.00	0.05			
Crit Volume:			212		6				0			0			
Crit Moves:			****	****						****					

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	190	209	116	176	271	67	91	877	202	104	802	156
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:	190	209	116	176	271	67	91	877	202	104	802	156
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:	190	209	116	176	271	67	91	877	202	104	802	156
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:	190	209	116	176	271	67	91	877	0	104	802	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	209	116	176	271	67	91	877	0	104	802	156
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	190	209	116	176	271	67	91	877	0	104	802	156
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:	1.43	1.57	1.00	1.00	2.41	0.59	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2036	2239	1425	1425	3428	847	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.08	0.12	0.08	0.08	0.06	0.31	0.00	0.07	0.28	0.11
Crit Volume:		133		176				439		104		
Crit Moves:		****		****				****		****		

APL
2008 Baseline
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	43	12	30	0	15	203	33	141	70	238	202
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	43	12	30	0	15	203	33	141	70	238	202
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	43	12	30	0	15	203	33	141	70	238	202
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:	0	43	0	30	0	15	203	33	141	70	238	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	43	0	30	0	15	203	33	141	70	238	202
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
FinalVolume:	0	43	0	30	0	15	203	33	141	70	238	202
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	2.00	1.00	2.00	1.00	1.00	1.00	0.19	0.81	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	261	1114	313	1063	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.15	0.13	0.13	0.22	0.22	0.15
Crit Volume:		22		15			203			308		
Crit Moves:		****		****			****			****		

APL
2008 Baseline
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.270
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1 0	1	0	1 0	1	0	0 1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	549	33	6	342	0	97	4	3	1	5	21
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	549	33	6	342	0	97	4	3	1	5	21
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	549	33	6	342	0	97	4	3	1	5	21
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	549	33	6	342	0	97	4	3	1	5	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	549	33	6	342	0	97	4	3	1	5	21
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	549	33	12	342	0	97	4	3	1	5	21
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	1.00	0.07	1.93	0.00	1.00	0.57	0.43	0.04	0.18	0.78
Final Sat.:	0	3000	1500	105	2895	0	1500	857	643	56	278	1167
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.00	0.00	0.02	0.02	0.02
Crit Volume:		275		6			97					27
Crit Moves:		****		****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	122	0	122	192	866	0	0	750	149
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	0	0	122	0	122	192	866	0	0	750	149
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	0	0	122	0	122	192	866	0	0	750	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	122	192	866	0	0	750	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	122	192	866	0	0	750	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	122	0	122	192	866	0	0	750	149
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3566	709
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.13	0.30	0.00	0.00	0.21	0.21
Crit Volume:		0		122			192					300
Crit Moves:				****			****					****

APL
2008 Baseline
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

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: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	655	139	240	585	0	0	0	0	103	0	292
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	655	139	240	585	0	0	0	0	103	0	292
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	655	139	240	585	0	0	0	0	103	0	292
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	655	139	240	585	0	0	0	0	103	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	655	139	240	585	0	0	0	0	103	0	292
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
FinalVolume:	0	655	139	240	585	0	0	0	0	103	0	292
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3527	748	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.17	0.14	0.00	0.00	0.00	0.00	0.07	0.00	0.20
Crit Volume:		265		240				0		103		
Crit Moves:		****		****						****		

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2008 Baseline
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	8	27	13	140	32	119	169	479	8	9	356	167
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:	8	27	13	140	32	119	169	479	8	9	356	167
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:	8	27	13	140	32	119	169	479	8	9	356	167
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:	8	27	13	140	32	119	169	479	8	9	356	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	27	13	140	32	119	169	479	8	9	356	167
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
FinalVolume:	8	27	13	140	32	119	169	479	8	9	356	167
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.33	1.13	0.54	1.63	0.37	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	533	1800	867	2605	595	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.05	0.05	0.07	0.11	0.15	0.01	0.01	0.22	0.10
Crit Moves:		****		****			****				****	

APL
2008 Baseline
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	770	106	165	634	0	0	0	0	68	0	312
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	770	106	165	634	0	0	0	0	68	0	312
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	770	106	165	634	0	0	0	0	68	0	312
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:	0	770	106	165	634	0	0	0	0	68	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	770	106	165	634	0	0	0	0	68	0	312
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	770	106	165	634	0	0	0	0	68	0	312
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.64	0.36	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4219	581	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.10	0.13	0.00	0.00	0.00	0.00	0.04	0.00	0.10
Crit Moves:		****		****								****

APL
2008 Baseline
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	1	0	3	1	783	0	0	678	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:	0	0	0	1	0	3	1	783	0	0	678	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:	0	0	0	1	0	3	1	783	0	0	678	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:	0	0	0	1	0	3	1	783	0	0	678	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	3	1	783	0	0	678	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
FinalVolume:	0	0	0	1	0	3	1	783	0	0	678	0
OvlAdjVol:						2						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.25	0.00	0.75	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	320	0	960	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.26	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

APL
2008 Baseline
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	416	7	207	1	27	6	19	575	325	164	301	10
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:	416	7	207	1	27	6	19	575	325	164	301	10
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:	416	7	207	1	27	6	19	575	325	164	301	10
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:	416	7	207	1	27	6	19	575	325	164	301	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	7	207	1	27	6	19	575	325	164	301	10
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
FinalVolume:	416	7	207	1	27	6	19	575	325	164	301	10
OvlAdjVol:			43						113			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.97 0.03		2.00	0.03 0.79		0.18	1.00 2.00		1.00	2.00 1.94		0.06
Final Sat.:	3147	53	2880	47 1271		282	1600 3200		1600	2880 3097		103
Capacity Analysis Module:												
Vol/Sat:	0.13 0.13		0.07	0.02 0.02		0.02	0.01 0.18		0.20	0.06 0.10		0.10
OvlAdjV/S:			0.01						0.07			
Crit Moves:	****			****				****		****		

APL
2008 Baseline
MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	30	33	0	0	20	379	298	0	43	0	0	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:	30	33	0	0	20	379	298	0	43	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:	30	33	0	0	20	379	298	0	43	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	30	33	0	0	20	379	298	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	33	0	0	20	379	298	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	30	33	0	0	20	379	298	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		1.00	1.00 1.00		1.00	2.00 0.00		1.00	0.00 0.00		0.00
Final Sat.:	1425 2850		1425	1425 1425		1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02 0.01		0.00	0.00 0.01		0.27	0.10 0.00		0.00	0.00 0.00		0.00
Crit Volume:	30					379	0				0	
Crit Moves:	****					****	****					

APL
2008 Baseline
MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.234
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0	1 1 0	2	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	7	380	1	19	124	48	287	1	6	1	2	51
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	380	1	19	124	48	287	1	6	1	2	51
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:	7	380	1	19	124	48	287	1	6	1	2	51
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	380	1	19	124	48	287	1	6	1	2	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	380	1	19	124	48	287	1	6	1	2	51
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
FinalVolume:	7	380	1	19	124	48	287	1	6	1	2	51
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	2.99	0.01	1.00	1.44	0.56	2.00	0.14	0.86	0.33	0.67	1.00
Final Sat.:	1375	4114	11	1375	1983	767	2750	196	1179	458	917	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.01	0.06	0.06	0.10	0.01	0.01	0.00	0.00	0.04
Crit Volume:			127		0		144					51
Crit Moves:			****		****		****					****

APL
2008 Baseline
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Scenario Report

Scenario:	2008 CEQA Baseline PM
Command:	2008 CEQA Baseline PM Peak
Volume:	2008 CEQA Baseline PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2008 Baseline
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	664	0	0	136	636	0	0	0	14	283	163	1906
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	664	0	0	136	636	0	0	0	14	283	163	1906
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	4	111	1	0	528	274	0	0	0	0	924
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	4	111	1	0	528	274	0	0	0	0	924
#3 Seaside Ave / Navy Way													
Base	288	0	281	0	0	0	0	2161	227	27	1994	0	4978
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	288	0	281	0	0	0	0	2161	227	27	1994	0	4978
#4 Ferry St / SR 47 Ramps													
Base	0	388	398	4	256	0	0	0	0	148	0	5	1199
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	388	398	4	256	0	0	0	0	148	0	5	1199
#5 Anaheim St / Henry Ford Ave													
Base	258	276	204	185	194	43	99	1169	229	70	876	171	3774
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	258	276	204	185	194	43	99	1169	229	70	876	171	3774
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	300	35	107	336	50	70	2	13	87	0	355	1365
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	300	35	107	336	50	70	2	13	87	0	355	1365
#7 Alameda Street / Henry Ford Avenue													
Base	1	618	21	5	193	0	130	1	7	19	5	30	1030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	618	21	5	193	0	130	1	7	19	5	30	1030
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	189	0	314	255	1178	0	0	986	178	3100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	189	0	314	255	1178	0	0	986	178	3100
#9 Alameda St / PCH Ramp (O St)													
Base	0	632	203	305	759	0	0	0	0	96	0	373	2368
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	632	203	305	759	0	0	0	0	96	0	373	2368

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APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	6	40	22	170	18	150	219	661	1	1	448	282	2018
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	40	22	170	18	150	219	661	1	1	448	282	2018
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1044	57	220	539	0	0	0	0	48	0	568	2476
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1044	57	220	539	0	0	0	0	48	0	568	2476
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	1	1	877	0	0	832	1	1712
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	877	0	0	832	1	1712
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	349	3	351	9	2	9	2	892	280	145	342	1	2385
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	349	3	351	9	2	9	2	892	280	145	342	1	2385
#14 Ferry St / Terminal Way													
Base	40	56	0	0	14	307	598	0	106	0	0	0	1121
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	56	0	0	14	307	598	0	106	0	0	0	1121
#15 Navy Way / Reeves Ave													
Base	13	526	1	16	122	48	387	0	5	2	2	75	1197
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	526	1	16	122	48	387	0	5	2	2	75	1197
#16 Anaheim St / Alameda St													
Base	16	228	755	3	277	164	95	1204	17	195	1035	22	4011
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	228	755	3	277	164	95	1204	17	195	1035	22	4011
#17 Pacific Coast Hwy / Harbor Ave													
Base	53	63	270	182	63	34	24	1782	21	37	1169	126	3824
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	63	270	182	63	34	24	1782	21	37	1169	126	3824
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	2	479	101	7	212	115	148	1393	4	0	981	92	3534
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	479	101	7	212	115	148	1393	4	0	981	92	3534

APL
2008 Baseline
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	42	0	0	126	0	1526	94	0	1204	113	3105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	42	0	0	126	0	1526	94	0	1204	113	3105
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	102	2	215	16	1	1	42	65	215	339	46	153	1197
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	102	2	215	16	1	1	42	65	215	339	46	153	1197
#23 Anaheim St / Farragut Ave													
Base	0	0	0	64	0	204	35	1602	0	0	1228	24	3157
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	64	0	204	35	1602	0	0	1228	24	3157
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	37	0	46	42	4	129	67	831	33	27	690	0	1906
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	0	46	42	4	129	67	831	33	27	690	0	1906
#32 Middle Road / Sepulveda Blvd													
Base	100	0	168	12	0	9	7	850	91	87	634	195	2153
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	0	168	12	0	9	7	850	91	87	634	195	2153
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2008 Baseline
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	1302	582	189	854	0	0	0	0	107	0	184	3218
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1302	582	189	854	0	0	0	0	107	0	184	3218
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	85	0	586	0	0	0	0	1508	175	78	309	0	2741
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	85	0	586	0	0	0	0	1508	175	78	309	0	2741
#229 223rd Stret at I-405 Ramps													
Base	2	7	4	137	0	66	1032	1113	3	4	358	77	2803
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	7	4	137	0	66	1032	1113	3	4	358	77	2803
#234 Alameda Street - ICTF In-Gate													
Base	0	1619	0	0	1075	0	0	0	0	0	0	0	2694
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1619	0	0	1075	0	0	0	0	0	0	0	2694
#892 Pier S Ave / Ocean Blvd													
Base	0	78	0	0	217	83	0	0	0	0	513	228	1119
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	78	0	0	217	83	0	0	0	0	513	228	1119
#895 Anaheim St / Harbor Ave													
Base	25	35	87	182	37	83	30	1539	16	48	1046	166	3294
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	35	87	182	37	83	30	1539	16	48	1046	166	3294
#896 Anaheim St / Santa Fe Ave													
Base	34	344	55	244	244	118	125	1262	27	33	907	203	3596
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	344	55	244	244	118	125	1262	27	33	907	203	3596
#897 Anaheim St / E I St-W 9th St													
Base	208	126	20	105	88	13	38	1364	316	15	922	143	3358
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	208	126	20	105	88	13	38	1364	316	15	922	143	3358

APL
2008 Baseline
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	6	2	134	68	2	117	126	505	0	21	381	71	1433
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	2	134	68	2	117	126	505	0	21	381	71	1433
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	2	0	49	52	678	0	0	966	17	1764
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	49	52	678	0	0	966	17	1764
#914 Harry Bridges Blvd / Figueroa St													
Base	12	59	24	248	133	62	43	451	20	75	533	378	2038
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	59	24	248	133	62	43	451	20	75	533	378	2038
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	222	0	0	74	548	0	0	0	0	844
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	222	0	0	74	548	0	0	0	0	844
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	51	56	9	23	9	130	193	590	4	8	462	18	1553
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	56	9	23	9	130	193	590	4	8	462	18	1553

APL
2008 Baseline
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	152	23	75	6	6	29	15	577	19	8	627	30	1567
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	152	23	75	6	6	29	15	577	19	8	627	30	1567
#8912 Harry Bridges Blvd / Neptune Ave													
Base	3	0	4	4	3	27	17	639	25	15	866	5	1608
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	4	4	3	27	17	639	25	15	866	5	1608

APL
2008 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
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.321	A	xxxxx	0.321	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.329	A	xxxxx	0.329	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.332	A	xxxxx	0.332	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.248	A	xxxxx	0.248	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.323	A	xxxxx	0.323	+ 0.000 V/C

APL
2008 Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	664	0	0	136	636	0	0	0	14	283	163
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:	10	664	0	0	136	636	0	0	0	14	283	163
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:	10	664	0	0	136	636	0	0	0	14	283	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	664	0	0	136	636	0	0	0	14	283	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	664	0	0	136	636	0	0	0	14	283	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	664	0	0	136	636	0	0	0	14	283	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.00	0.00	0.04	0.22	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

APL
2008 Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	6	4	111	1	0	528	274	0	0	0	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:	0	6	4	111	1	0	528	274	0	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:	0	6	4	111	1	0	528	274	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:	0	6	4	111	1	0	528	274	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	4	111	1	0	528	274	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
FinalVolume:	0	6	4	111	1	0	528	274	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3171	29	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.03	0.00	0.18	0.09	0.00	0.00	0.00	0.00
Crit Moves:				****	****			****				

APL
2008 Baseline
PM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	2	0	3	0	1	2	0	3	0	0
Volume Module:																				
Base Vol:	288	0	281	0	0	0	0	2161	227	27	1994	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:	288	0	281	0	0	0	0	2161	227	27	1994	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:	288	0	281	0	0	0	0	2161	227	27	1994	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:	288	0	0	0	0	0	0	2161	227	27	1994	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	0	0	0	0	0	0	2161	227	27	1994	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
FinalVolume:	288	0	0	0	0	0	0	2161	227	27	1994	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:	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.16	0.01	0.47	0.00
Crit Volume:	144					0			720			14								
Crit Moves:	****								****			****								

APL
2008 Baseline
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	388	398	4	256	0	0	0	0	148	0	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:	0	388	398	4	256	0	0	0	0	148	0	5
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	388	398	4	256	0	0	0	0	148	0	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:	0	388	398	4	256	0	0	0	0	148	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	388	398	4	256	0	0	0	0	148	0	5
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
FinalVolume:	0	388	398	4	256	0	0	0	0	148	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.93	0.00	0.07
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2757	0	93
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.27	0.28	0.00	0.09	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:		388			4					0	76	
Crit Moves:		****			****						****	

APL
2008 Baseline
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	258	276	204	185	194	43	99	1169	229	70	876	171
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:	258	276	204	185	194	43	99	1169	229	70	876	171
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:	258	276	204	185	194	43	99	1169	229	70	876	171
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:	258	276	204	185	194	43	99	1169	0	70	876	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	276	204	185	194	43	99	1169	0	70	876	171
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	258	276	204	185	194	43	99	1169	0	70	876	171
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:	1.45	1.55	1.00	1.00	2.46	0.54	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2065	2210	1425	1425	3499	776	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.14	0.13	0.06	0.06	0.07	0.41	0.00	0.05	0.31	0.12
Crit Volume:			204	185				585		70		
Crit Moves:			****	****				****		****		

APL
2008 Baseline
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

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:	39	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	300	35	107	336	50	70	2	13	87	0	355
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:	10	300	35	107	336	50	70	2	13	87	0	355
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:	10	300	35	107	336	50	70	2	13	87	0	355
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:	10	300	0	107	336	50	70	2	13	87	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	300	0	107	336	50	70	2	13	87	0	355
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
FinalVolume:	10	300	0	107	336	50	70	2	13	87	0	355
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	2.00	1.00	2.00	1.74	0.26	1.00	0.13	0.87	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2394	356	1375	183	1192	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.01	0.01	0.06	0.00	0.26
Crit Volume:	10				193		70					355
Crit Moves:	****				****		****					****

APL
2008 Baseline
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.332				
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	17	Level Of Service:	A				

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	1	0	1 0	0 1	0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	618	21	5	193	0	130	1	7	19	5	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:	1	618	21	5	193	0	130	1	7	19	5	30
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:	1	618	21	5	193	0	130	1	7	19	5	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:	1	618	21	5	193	0	130	1	7	19	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	618	21	5	193	0	130	1	7	19	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	1	618	21	20	193	0	130	1	7	19	5	30
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:	0.01	1.99	1.00	0.22	1.78	0.00	1.00	0.12	0.88	0.35	0.09	0.56
Final Sat.:	5	2995	1500	328	2672	0	1500	188	1313	528	139	833
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.01	0.02	0.07	0.00	0.09	0.01	0.01	0.04	0.04	0.04
Crit Volume:		310		5			130					54
Crit Moves:		****		****			****					****

APL
2008 Baseline
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584				
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	55	Level Of Service:	A				

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0 0	1	0 2	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	189	0	314	255	1178	0	0	986	178
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	0	0	189	0	314	255	1178	0	0	986	178
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	0	0	189	0	314	255	1178	0	0	986	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:	0	0	0	189	0	314	255	1178	0	0	986	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	314	255	1178	0	0	986	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
FinalVolume:	0	0	0	189	0	314	255	1178	0	0	986	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3621	654
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.22	0.18	0.41	0.00	0.00	0.27	0.27
Crit Volume:		0		189			255					388
Crit Moves:				****			****					****

APL
2008 Baseline
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	632	203	305	759	0	0	0	0	96	0	373
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	632	203	305	759	0	0	0	0	96	0	373
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	632	203	305	759	0	0	0	0	96	0	373
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	632	203	305	759	0	0	0	0	96	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	632	203	305	759	0	0	0	0	96	0	373
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
FinalVolume:	0	632	203	305	759	0	0	0	0	96	0	373
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	2.27	0.73	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3236	1039	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.21	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.26
Crit Volume:		278		305				0		96		
Crit Moves:		****		****						****		

APL
2008 Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	6	40	22	170	18	150	219	661	1	1	448	282
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:	6	40	22	170	18	150	219	661	1	1	448	282
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:	6	40	22	170	18	150	219	661	1	1	448	282
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:	6	40	22	170	18	150	219	661	1	1	448	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	40	22	170	18	150	219	661	1	1	448	282
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
FinalVolume:	6	40	22	170	18	150	219	661	1	1	448	282
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.18	1.17	0.65	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	282	1882	1035	2894	306	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.21	0.00	0.00	0.28	0.18
Crit Moves:		****		****			****				****	

APL
2008 Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1044	57	220	539	0	0	0	0	48	0	568
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	1044	57	220	539	0	0	0	0	48	0	568
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	1044	57	220	539	0	0	0	0	48	0	568
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:	0	1044	57	220	539	0	0	0	0	48	0	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1044	57	220	539	0	0	0	0	48	0	568
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1044	57	220	539	0	0	0	0	48	0	568
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.84	0.16	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4551	249	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.14	0.11	0.00	0.00	0.00	0.00	0.03	0.00	0.18
Crit Moves:		****		****								****

APL
2008 Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	1	1	877	0	0	832	1
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	0	0	0	0	1	1	877	0	0	832	1
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	0	0	0	0	1	1	877	0	0	832	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	1	1	877	0	0	832	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	1	1	877	0	0	832	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	1	1	877	0	0	832	1
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.33	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

APL
2008 Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	349	3	351	9	2	9	2	892	280	145	342	1
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:	349	3	351	9	2	9	2	892	280	145	342	1
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:	349	3	351	9	2	9	2	892	280	145	342	1
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	349	3	351	9	2	9	2	892	280	145	342	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	3	351	9	2	9	2	892	280	145	342	1
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	349	3	351	9	2	9	2	892	280	145	342	1
OvlAdjVol:			206						104			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.98 0.02	2.00		0.45 0.10	0.45		1.00 2.00	1.00		2.00 1.99	0.01	
Final Sat.:	3173	27	2880	720	160	720	1600 3200	1600		2880 3191		9
Capacity Analysis Module:												
Vol/Sat:	0.11 0.11	0.12		0.01 0.01	0.01		0.00 0.28	0.17		0.05 0.11	0.11	
OvlAdjV/S:		0.07						0.06				
Crit Moves:	****			****			****		****			

APL
2008 Baseline
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.248
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	40	56	0	0	14	307	598	0	106	0	0	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:	40	56	0	0	14	307	598	0	106	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:	40	56	0	0	14	307	598	0	106	0	0	0
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Volume:	40	56	0	0	14	307	598	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	56	0	0	14	307	598	0	0	0	0	0
PCE Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
FinalVolume:	40	56	0	0	14	307	598	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	1.00		1.00 1.00	1.00		2.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	1425 2850	1425		1425 1425	1425		2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03 0.02	0.00		0.00 0.01	0.22		0.21 0.00	0.00		0.00 0.00	0.00	
Crit Volume:	40			14			299			0		
Crit Moves:	****			****			****					

APL
2008 Baseline
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.323
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0	1 1 0	2	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	13	526	1	16	122	48	387	0	5	2	2	75
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:	13	526	1	16	122	48	387	0	5	2	2	75
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:	13	526	1	16	122	48	387	0	5	2	2	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	526	1	16	122	48	387	0	5	2	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	526	1	16	122	48	387	0	5	2	2	75
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
FinalVolume:	13	526	1	16	122	48	387	0	5	2	2	75
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	2.99	0.01	1.00	1.44	0.56	2.00	0.00	1.00	0.50	0.50	1.00
Final Sat.:	1375	4117	8	1375	1974	776	2750	0	1375	688	688	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.01	0.06	0.06	0.14	0.00	0.00	0.00	0.00	0.05
Crit Volume:			176		0		194					75
Crit Moves:			****		****		****					****

APL
2012 Construction Stage
AM Peak Hour

Scenario Report

Scenario:	2012 Construction AM
Command:	2012 Construction AM
Volume:	2012 Construction AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	6	255	0	0	168	611	0	0	0	4	285	98	1427
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	255	0	0	168	611	0	0	0	4	285	98	1427
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	1	0	78	0	0	211	245	0	0	0	0	535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	78	0	0	211	245	0	0	0	0	535
#3 Seaside Ave / Navy Way													
Base	15	0	49	0	0	0	0	1836	350	108	1918	0	4276
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	0	49	0	0	0	0	1836	350	108	1918	0	4276
#4 Ferry St / SR 47 Ramps													
Base	0	73	118	7	375	0	0	0	0	313	0	2	888
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	73	118	7	375	0	0	0	0	313	0	2	888
#5 Anaheim St / Henry Ford Ave													
Base	53	26	40	89	156	27	62	800	263	49	839	114	2518
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	26	40	89	156	27	62	800	263	49	839	114	2518
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	117	57	70	199	291	34	46	1	132	12	3	21	983
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	57	70	199	291	34	46	1	132	12	3	21	983
#7 Alameda Street / Henry Ford Avenue													
Base	0	376	7	6	379	0	65	1	4	2	2	11	853
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	376	7	6	379	0	65	1	4	2	2	11	853
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	195	0	234	229	857	0	0	849	159	2523
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	195	0	234	229	857	0	0	849	159	2523
#9 Alameda St / PCH Ramp (O St)													
Base	0	323	94	354	586	0	0	0	0	113	0	273	1743
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	323	94	354	586	0	0	0	0	113	0	273	1743

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APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	27	6	202	37	155	139	465	3	8	526	175	1748
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	27	6	202	37	155	139	465	3	8	526	175	1748
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	541	67	347	936	0	0	0	0	45	0	331	2267
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	541	67	347	936	0	0	0	0	45	0	331	2267
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	2	0	1	3	656	0	0	733	0	1395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	1	3	656	0	0	733	0	1395
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	59	31	137	3	20	5	31	442	267	236	655	11	1897
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	31	137	3	20	5	31	442	267	236	655	11	1897
#14 Ferry St / Terminal Way													
Base	44	8	0	0	30	565	124	0	13	0	0	0	784
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	8	0	0	30	565	124	0	13	0	0	0	784
#15 Navy Way / Reeves Ave													
Base	6	60	8	85	272	52	33	4	11	1	4	18	554
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	60	8	85	272	52	33	4	11	1	4	18	554
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2012 Construction Stage
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2012 Construction Stage
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2012 Construction Stage
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2012 Construction Stage
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2012 Construction Stage
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 Ocean Blvd / Terminal Island F	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.201	A	xxxxx	0.201	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.242	A	xxxxx	0.242	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.311	A	xxxxx	0.311	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.184	A	xxxxx	0.184	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.138	A	xxxxx	0.138	+ 0.000 V/C

APL
2012 Construction Stage
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	6	255	0	0	168	611	0	0	0	4	285	98
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:	6	255	0	0	168	611	0	0	0	4	285	98
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:	6	255	0	0	168	611	0	0	0	4	285	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	255	0	0	168	611	0	0	0	4	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	255	0	0	168	611	0	0	0	4	285	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	255	0	0	168	611	0	0	0	4	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.05	0.21	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

APL
2012 Construction Stage
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.201
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	1	0	78	0	0	211	245	0	0	0	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:	0	1	0	78	0	0	211	245	0	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:	0	1	0	78	0	0	211	245	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:	0	1	0	78	0	0	211	245	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	78	0	0	211	245	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
FinalVolume:	0	1	0	78	0	0	211	245	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.07	0.08	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				

APL
2012 Construction Stage
AM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	2	0	3	0	1	2	0	3	0	0
Volume Module:												
Base Vol:	15	0	49	0	0	0	0	1836	350	108	1918	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:	15	0	49	0	0	0	0	1836	350	108	1918	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:	15	0	49	0	0	0	0	1836	350	108	1918	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:	15	0	0	0	0	0	0	1836	350	108	1918	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	0	0	0	0	0	1836	350	108	1918	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
FinalVolume:	15	0	0	0	0	0	0	1836	350	108	1918	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:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.25	0.04	0.45	0.00
Crit Volume:	8			0			612			54		
Crit Moves:	****						****			****		

APL
2012 Construction Stage
AM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.242
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	73	118	7	375	0	0	0	0	313	0	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:	0	73	118	7	375	0	0	0	0	313	0	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:	0	73	118	7	375	0	0	0	0	313	0	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:	0	73	118	7	375	0	0	0	0	313	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	73	118	7	375	0	0	0	0	313	0	2
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
FinalVolume:	0	73	118	7	375	0	0	0	0	313	0	2
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	2832	0	18
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Volume:	0			188			0			158		
Crit Moves:	****			****						****		

APL
2012 Construction Stage
AM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	53	26	40	89	156	27	62	800	263	49	839	114
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:	53	26	40	89	156	27	62	800	263	49	839	114
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:	53	26	40	89	156	27	62	800	263	49	839	114
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:	53	26	40	89	156	27	62	800	0	49	839	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	26	40	89	156	27	62	800	0	49	839	114
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	53	26	40	89	156	27	62	800	0	49	839	114
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	1.00	1.00	1.00	2.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3644	631	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.06	0.04	0.04	0.04	0.28	0.00	0.03	0.29	0.08
Crit Volume:			40	89			62				420	
Crit Moves:			****	****			****				****	

APL
2012 Construction Stage
AM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.311
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	117	57	70	199	291	34	46	1	132	12	3	21
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:	117	57	70	199	291	34	46	1	132	12	3	21
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:	117	57	70	199	291	34	46	1	132	12	3	21
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:	117	57	0	199	291	34	46	1	132	12	3	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	57	0	199	291	34	46	1	132	12	3	21
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
FinalVolume:	117	57	0	199	291	34	46	1	132	12	3	21
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	2.00	1.00	2.00	1.79	0.21	1.00	0.01	0.99	0.80	0.20	1.00
Final Sat.:	1375	2750	1375	2750	2462	288	1375	10	1365	1100	275	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.00	0.07	0.12	0.12	0.03	0.10	0.10	0.01	0.01	0.02
Crit Volume:	117				163				133		15	
Crit Moves:	****				****				****		****	

APL
2012 Construction Stage
AM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.184
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	14	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0 1	0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	376	7	6	379	0	65	1	4	2	2	11
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	376	7	6	379	0	65	1	4	2	2	11
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	376	7	6	379	0	65	1	4	2	2	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:	0	376	7	6	379	0	65	1	4	2	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	376	7	6	379	0	65	1	4	2	2	11
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	376	7	12	379	0	65	1	4	2	2	11
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	1.00	0.06	1.94	0.00	1.00	0.20	0.80	0.13	0.13	0.74
Final Sat.:	0	3000	1500	95	2905	0	1500	300	1200	200	200	1100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.06	0.13	0.00	0.04	0.00	0.00	0.01	0.01	0.01
Crit Volume:	0				196			65			15	
Crit Moves:	****				****			****			****	

APL
2012 Construction Stage
AM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	195	0	234	229	857	0	0	849	159
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	0	0	195	0	234	229	857	0	0	849	159
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	0	0	195	0	234	229	857	0	0	849	159
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	195	0	234	229	857	0	0	849	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	234	229	857	0	0	849	159
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
FinalVolume:	0	0	0	195	0	234	229	857	0	0	849	159
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3601	674
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.16	0.16	0.30	0.00	0.00	0.24	0.24
Crit Volume:	0			195			229			336		
Crit Moves:				****			****			****		

APL
2012 Construction Stage
AM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	323	94	354	586	0	0	0	0	113	0	273
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	323	94	354	586	0	0	0	0	113	0	273
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	323	94	354	586	0	0	0	0	113	0	273
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	323	94	354	586	0	0	0	0	113	0	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	323	94	354	586	0	0	0	0	113	0	273
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
FinalVolume:	0	323	94	354	586	0	0	0	0	113	0	273
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	2.32	0.68	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3311	964	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.25	0.14	0.00	0.00	0.00	0.00	0.08	0.00	0.19
Crit Volume:			139	354				0		113		
Crit Moves:			****	****						****		

APL
2012 Construction Stage
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	27	6	202	37	155	139	465	3	8	526	175
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:	5	27	6	202	37	155	139	465	3	8	526	175
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:	5	27	6	202	37	155	139	465	3	8	526	175
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:	5	27	6	202	37	155	139	465	3	8	526	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	27	6	202	37	155	139	465	3	8	526	175
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
FinalVolume:	5	27	6	202	37	155	139	465	3	8	526	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.42	0.32	1.69	0.31	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	421	2274	505	2705	495	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.07	0.07	0.10	0.09	0.15	0.00	0.01	0.33	0.11
Crit Moves:		****		****			****				****	

APL
2012 Construction Stage
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	541	67	347	936	0	0	0	0	45	0	331
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	541	67	347	936	0	0	0	0	45	0	331
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	541	67	347	936	0	0	0	0	45	0	331
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:	0	541	67	347	936	0	0	0	0	45	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	541	67	347	936	0	0	0	0	45	0	331
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	541	67	347	936	0	0	0	0	45	0	331
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.67	0.33	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4271	529	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.20	0.00	0.00	0.00	0.00	0.03	0.00	0.10
Crit Moves:		****		****								****

APL
2012 Construction Stage
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	656	0	0	733	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:	0	0	0	2	0	1	3	656	0	0	733	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:	0	0	0	2	0	1	3	656	0	0	733	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:	0	0	0	2	0	1	3	656	0	0	733	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	1	3	656	0	0	733	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
FinalVolume:	0	0	0	2	0	1	3	656	0	0	733	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.67	0.00	0.33	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	853	0	427	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.29	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****		****				****	

APL
2012 Construction Stage
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0	1! 0	0	1 0	2 0	1	2 0	1 1 0
Volume Module:												
Base Vol:	59	31	137	3	20	5	31	442	267	236	655	11
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:	59	31	137	3	20	5	31	442	267	236	655	11
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:	59	31	137	3	20	5	31	442	267	236	655	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:	59	31	137	3	20	5	31	442	267	236	655	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	31	137	3	20	5	31	442	267	236	655	11
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
FinalVolume:	59	31	137	3	20	5	31	442	267	236	655	11
OvlAdjVol:			0						222			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.31 0.69		2.00	0.11 0.71		0.18	1.00 2.00		1.00	2.00 1.97		0.03
Final Sat.:	2098 1102		2880	171 1143		286	1600 3200		1600	2880 3147		53
Capacity Analysis Module:												
Vol/Sat:	0.03 0.03		0.05	0.02 0.02		0.02	0.02 0.14		0.17	0.08 0.21		0.21
OvlAdjV/S:			0.00						0.14			
Crit Moves:	****			****			****				****	

APL
2012 Construction Stage
AM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0	1 0	1	0	1	2	0 0	0 1 0 0 0
Volume Module:												
Base Vol:	44	8	0	0	30	565	124	0	13	0	0	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:	44	8	0	0	30	565	124	0	13	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:	44	8	0	0	30	565	124	0	13	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	44	8	0	0	30	565	124	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	8	0	0	30	565	124	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	44	8	0	0	30	565	124	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		1.00	1.00 1.00		1.00	2.00 0.00		1.00	0.00 0.00		0.00
Final Sat.:	1425 2850		1425	1425 1425		1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03 0.00		0.00	0.00 0.02		0.40	0.04 0.00		0.00	0.00 0.00		0.00
Crit Volume:	44					565	0				0	
Crit Moves:	****					****	****					

APL
2012 Construction Stage
AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.138
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	6	60	8		85	272	52		33	4	11		1	4	18	
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:	6	60	8		85	272	52		33	4	11		1	4	18	
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:	6	60	8		85	272	52		33	4	11		1	4	18	
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:	6	60	8		85	272	52		33	4	11		1	4	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	60	8		85	272	52		33	4	11		1	4	18	
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	
FinalVolume:	6	60	8		85	272	52		33	4	11		1	4	18	
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	2.65	0.35		1.00	1.68	0.32		2.00	0.27	0.73		0.20	0.80	1.00	
Final Sat.:	1375	3640	485		1375	2309	441		2750	367	1008		275	1100	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.02	0.02		0.06	0.12	0.12		0.01	0.01	0.01		0.00	0.00	0.01	
Crit Volume:	6						162		17					5		
Crit Moves:	****						****		****					****		

APL
2012 Construction Stage
MD Peak Hour

Scenario Report

Scenario:	2012 Construction MD
Command:	2012 Construction MD
Volume:	2012 Construction MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2012 Construction Stage
MD Peak Hour

Turning Movement Report
None

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	4	548	0	0	134	410	0	0	0	6	233	149	1484
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	548	0	0	134	410	0	0	0	6	233	149	1484
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	0	136	4	0	548	278	0	0	0	0	972
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	136	4	0	548	278	0	0	0	0	972
#3 Seaside Ave / Navy Way													
Base	241	0	477	0	0	0	0	1153	152	39	1274	0	3336
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	241	0	477	0	0	0	0	1153	152	39	1274	0	3336
#4 Ferry St / SR 47 Ramps													
Base	0	119	212	6	272	0	0	0	0	127	0	5	741
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	119	212	6	272	0	0	0	0	127	0	5	741
#5 Anaheim St / Henry Ford Ave													
Base	190	209	116	176	271	67	91	877	202	104	802	156	3261
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	209	116	176	271	67	91	877	202	104	802	156	3261
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	43	12	30	0	15	203	33	141	70	238	202	987
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	43	12	30	0	15	203	33	141	70	238	202	987
#7 Alameda Street / Henry Ford Avenue													
Base	0	549	33	6	342	0	97	4	3	1	5	21	1061
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	549	33	6	342	0	97	4	3	1	5	21	1061
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	122	0	122	192	866	0	0	750	149	2201
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	122	0	122	192	866	0	0	750	149	2201
#9 Alameda St / PCH Ramp (O St)													
Base	0	655	139	240	585	0	0	0	0	103	0	292	2014
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	655	139	240	585	0	0	0	0	103	0	292	2014

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	8	27	13	140	32	119	169	479	8	9	356	167	1527
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	27	13	140	32	119	169	479	8	9	356	167	1527
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	770	106	165	634	0	0	0	0	68	0	312	2055
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	770	106	165	634	0	0	0	0	68	0	312	2055
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	1	0	3	1	783	0	0	678	0	1466
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	3	1	783	0	0	678	0	1466
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	416	7	207	1	27	6	19	575	325	164	301	10	2058
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	416	7	207	1	27	6	19	575	325	164	301	10	2058
#14 Ferry St / Terminal Way													
Base	30	33	0	0	20	379	298	0	43	0	0	0	803
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	33	0	0	20	379	298	0	43	0	0	0	803
#15 Navy Way / Reeves Ave													
Base	7	380	1	19	124	48	287	1	6	1	2	51	927
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	380	1	19	124	48	287	1	6	1	2	51	927
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2012 Construction Stage
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2012 Construction Stage
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2012 Construction Stage
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2012 Construction Stage
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2012 Construction Stage
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.394	A	xxxxx	0.394	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.336	A	xxxxx	0.336	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.383	A	xxxxx	0.383	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.153	A	xxxxx	0.153	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.270	A	xxxxx	0.270	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.234	A	xxxxx	0.234	+ 0.000 V/C

APL
2012 Construction Stage
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)				Ocean Blvd			
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		Ignore	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 2 0 0		0 0 2 0 2		0 0 0 0 0		1 0 2 0 1	
Volume Module:								
Base Vol:	4 548	0	0 134	410	0 0	0	6 233	149
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:	4 548	0	0 134	410	0 0	0	6 233	149
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:	4 548	0	0 134	410	0 0	0	6 233	149
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Volume:	4 548	0	0 134	410	0 0	0	6 233	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	4 548	0	0 134	410	0 0	0	6 233	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	0.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
FinalVolume:	4 548	0	0 134	410	0 0	0	6 233	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	0.90	1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	1.00 2.00	0.00	0.00 2.00	2.00	0.00 0.00	0.00	1.00 2.00	1.00
Final Sat.:	1600 3200	0	0 3200	2880	0 0	0	1600 3200	1600
Capacity Analysis Module:								
Vol/Sat:	0.00 0.17	0.00	0.00 0.04	0.14	0.00 0.00	0.00	0.00 0.07	0.00
Crit Moves:	****		****				****	

APL
2012 Construction Stage
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)				Ocean Blvd			
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		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 2 0 1		1 1 0 0 0		2 0 1 1 0		0 0 0 0 0	
Volume Module:								
Base Vol:	0 6	0	136 4	0	548 278	0	0 0	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:	0 6	0	136 4	0	548 278	0	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:	0 6	0	136 4	0	548 278	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:	0 6	0	136 4	0	548 278	0	0 0	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	0 6	0	136 4	0	548 278	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
FinalVolume:	0 6	0	136 4	0	548 278	0	0 0	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	0.90 1.00	1.00	1.00 1.00	1.00
Lanes:	0.00 2.00	1.00	1.94 0.06	0.00	2.00 2.00	0.00	0.00 0.00	0.00
Final Sat.:	0 3200	1600	3109 91	0	2880 3200	0	0 0	0
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00	0.00	0.04 0.04	0.00	0.19 0.09	0.00	0.00 0.00	0.00
Crit Moves:	****		****		****			

APL
2012 Construction Stage
MD Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.383
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	3	0	1	2	0	3	0	0
Volume Module:																		
Base Vol:	241	0	477	0	0	0	0	1153	152	39	1274	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:	241	0	477	0	0	0	0	1153	152	39	1274	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:	241	0	477	0	0	0	0	1153	152	39	1274	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:	241	0	0	0	0	0	0	1153	152	39	1274	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	0	0	0	0	0	0	1153	152	39	1274	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
FinalVolume:	241	0	0	0	0	0	0	1153	152	39	1274	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:	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.11	0.01	0.30	0.00
Crit Volume:	121					0			384			425	
Crit Moves:	****											****	

APL
2012 Construction Stage
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.153
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit			Prot+Permit			Protected			Protected					
Rights:	Ovl			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	119	212	6	272	0	0	0	0	127	0	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:	0	119	212	6	272	0	0	0	0	127	0	5			
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	119	212	6	272	0	0	0	0	127	0	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:	0	119	212	6	272	0	0	0	0	127	0	5			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	119	212	6	272	0	0	0	0	127	0	5			
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			
FinalVolume:	0	119	212	6	272	0	0	0	0	127	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.92	0.00	0.08			
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2742	0	108			
Capacity Analysis Module:																							
Vol/Sat:	0.00	0.08	0.15	0.00	0.10	0.00	0.00	0.00	0.00	0.05	0.00	0.05			
Crit Volume:			212		6				0			0			
Crit Moves:			****	****						****					

APL
2012 Construction Stage
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	190	209	116	176	271	67	91	877	202	104	802	156
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:	190	209	116	176	271	67	91	877	202	104	802	156
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:	190	209	116	176	271	67	91	877	202	104	802	156
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:	190	209	116	176	271	67	91	877	0	104	802	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	209	116	176	271	67	91	877	0	104	802	156
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	190	209	116	176	271	67	91	877	0	104	802	156
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:	1.43	1.57	1.00	1.00	2.41	0.59	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2036	2239	1425	1425	3428	847	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.08	0.12	0.08	0.08	0.06	0.31	0.00	0.07	0.28	0.11
Crit Volume:		133		176				439		104		
Crit Moves:		****		****				****		****		

APL
2012 Construction Stage
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	43	12	30	0	15	203	33	141	70	238	202
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	43	12	30	0	15	203	33	141	70	238	202
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	43	12	30	0	15	203	33	141	70	238	202
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:	0	43	0	30	0	15	203	33	141	70	238	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	43	0	30	0	15	203	33	141	70	238	202
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
FinalVolume:	0	43	0	30	0	15	203	33	141	70	238	202
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	2.00	1.00	2.00	1.00	1.00	1.00	0.19	0.81	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	261	1114	313	1063	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.15	0.13	0.13	0.22	0.22	0.15
Crit Volume:		22		15			203			308		
Crit Moves:		****		****			****			****		

APL
2012 Construction Stage
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.270
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0 1	0	1	0 0 1	0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	549	33	6	342	0	97	4	3	1	5	21
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	549	33	6	342	0	97	4	3	1	5	21
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	549	33	6	342	0	97	4	3	1	5	21
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	549	33	6	342	0	97	4	3	1	5	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	549	33	6	342	0	97	4	3	1	5	21
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	549	33	12	342	0	97	4	3	1	5	21
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	1.00	0.07	1.93	0.00	1.00	0.57	0.43	0.04	0.18	0.78
Final Sat.:	0	3000	1500	105	2895	0	1500	857	643	56	278	1167
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.00	0.00	0.02	0.02	0.02
Crit Volume:		275		6			97					27
Crit Moves:		****		****			****					****

APL
2012 Construction Stage
MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0 0	1	1	0 2	0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	122	0	122	192	866	0	0	750	149
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	0	0	122	0	122	192	866	0	0	750	149
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	0	0	122	0	122	192	866	0	0	750	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	122	192	866	0	0	750	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	122	192	866	0	0	750	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	122	0	122	192	866	0	0	750	149
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3566	709
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.13	0.30	0.00	0.00	0.21	0.21
Crit Volume:		0		122			192					300
Crit Moves:				****			****					****

APL
2012 Construction Stage
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

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: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	655	139	240	585	0	0	0	0	103	0	292
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	655	139	240	585	0	0	0	0	103	0	292
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	655	139	240	585	0	0	0	0	103	0	292
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	655	139	240	585	0	0	0	0	103	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	655	139	240	585	0	0	0	0	103	0	292
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
FinalVolume:	0	655	139	240	585	0	0	0	0	103	0	292
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3527	748	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.17	0.14	0.00	0.00	0.00	0.00	0.07	0.00	0.20
Crit Volume:		265		240				0		103		
Crit Moves:		****		****						****		

APL
2012 Construction Stage
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	8	27	13	140	32	119	169	479	8	9	356	167
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:	8	27	13	140	32	119	169	479	8	9	356	167
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:	8	27	13	140	32	119	169	479	8	9	356	167
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:	8	27	13	140	32	119	169	479	8	9	356	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	27	13	140	32	119	169	479	8	9	356	167
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
FinalVolume:	8	27	13	140	32	119	169	479	8	9	356	167
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.33	1.13	0.54	1.63	0.37	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	533	1800	867	2605	595	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.05	0.05	0.07	0.11	0.15	0.01	0.01	0.22	0.10
Crit Moves:		****		****			****				****	

APL
2012 Construction Stage
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	770	106	165	634	0	0	0	0	68	0	312
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	770	106	165	634	0	0	0	0	68	0	312
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	770	106	165	634	0	0	0	0	68	0	312
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:	0	770	106	165	634	0	0	0	0	68	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	770	106	165	634	0	0	0	0	68	0	312
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	770	106	165	634	0	0	0	0	68	0	312
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.64	0.36	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4219	581	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.10	0.13	0.00	0.00	0.00	0.00	0.04	0.00	0.10
Crit Moves:		****		****								****

APL
2012 Construction Stage
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	1	0	3	1	783	0	0	678	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:	0	0	0	1	0	3	1	783	0	0	678	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:	0	0	0	1	0	3	1	783	0	0	678	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:	0	0	0	1	0	3	1	783	0	0	678	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	3	1	783	0	0	678	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
FinalVolume:	0	0	0	1	0	3	1	783	0	0	678	0
OvlAdjVol:						2						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.25	0.00	0.75	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	320	0	960	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.26	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

APL
2012 Construction Stage
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	416	7	207	1	27	6	19	575	325	164	301	10
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:	416	7	207	1	27	6	19	575	325	164	301	10
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:	416	7	207	1	27	6	19	575	325	164	301	10
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:	416	7	207	1	27	6	19	575	325	164	301	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	7	207	1	27	6	19	575	325	164	301	10
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
FinalVolume:	416	7	207	1	27	6	19	575	325	164	301	10
OvlAdjVol:			43						113			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.97	0.03	2.00	0.03	0.79	0.18	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	3147	53	2880	47	1271	282	1600	3200	1600	2880	3097	103
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.02	0.02	0.02	0.01	0.18	0.20	0.06	0.10	0.10
OvlAdjV/S:			0.01						0.07			
Crit Moves:	****			****				****		****		

APL
2012 Construction Stage
MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	30	33	0	0	20	379	298	0	43	0	0	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:	30	33	0	0	20	379	298	0	43	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:	30	33	0	0	20	379	298	0	43	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	30	33	0	0	20	379	298	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	33	0	0	20	379	298	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	30	33	0	0	20	379	298	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.00	0.00	0.01	0.27	0.10	0.00	0.00	0.00	0.00	0.00
Crit Volume:						379	0				0	
Crit Moves:	****					****	****					

APL
2012 Construction Stage
MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.234
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	1	1 0	2 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	7	380	1	19	124	48	287	1	6	1	2	51
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	380	1	19	124	48	287	1	6	1	2	51
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:	7	380	1	19	124	48	287	1	6	1	2	51
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	380	1	19	124	48	287	1	6	1	2	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	380	1	19	124	48	287	1	6	1	2	51
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
FinalVolume:	7	380	1	19	124	48	287	1	6	1	2	51
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	2.99	0.01	1.00	1.44	0.56	2.00	0.14	0.86	0.33	0.67	1.00
Final Sat.:	1375	4114	11	1375	1983	767	2750	196	1179	458	917	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.01	0.06	0.06	0.10	0.01	0.01	0.00	0.00	0.04
Crit Volume:			127		0		144					51
Crit Moves:			****		****		****					****

APL
2015 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Scenario Report

Scenario:	2012 Construction PM
Command:	2012 Construction PM
Volume:	2012 Construction PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2015 NEPA Baseline/Alt 1/Alt 2
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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	749	0	0	136	636	0	0	0	14	283	163	1991
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	749	0	0	136	636	0	0	0	14	283	163	1991
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	4	111	1	0	613	274	0	0	0	0	1009
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	4	111	1	0	613	274	0	0	0	0	1009
#3 Seaside Ave / Navy Way													
Base	378	0	451	0	0	0	0	2161	227	27	1994	0	5238
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	378	0	451	0	0	0	0	2161	227	27	1994	0	5238
#4 Ferry St / SR 47 Ramps													
Base	0	478	398	4	256	0	0	0	0	148	0	5	1289
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	478	398	4	256	0	0	0	0	148	0	5	1289
#5 Anaheim St / Henry Ford Ave													
Base	288	296	204	185	194	43	99	1169	229	70	876	171	3824
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	288	296	204	185	194	43	99	1169	229	70	876	171	3824
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	350	35	107	336	50	70	2	13	87	0	355	1415
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	350	35	107	336	50	70	2	13	87	0	355	1415
#7 Alameda Street / Henry Ford Avenue													
Base	6	633	21	5	193	0	130	1	7	19	5	30	1050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	633	21	5	193	0	130	1	7	19	5	30	1050
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	189	0	319	255	1178	0	0	986	178	3105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	189	0	319	255	1178	0	0	986	178	3105
#9 Alameda St / PCH Ramp (O St)													
Base	0	642	208	305	759	0	0	0	0	96	0	373	2383
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	642	208	305	759	0	0	0	0	96	0	373	2383

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APL
2015 NEPA Baseline/Alt 1/Alt 2
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	6	40	22	170	18	150	219	661	1	1	448	282	2018
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	40	22	170	18	150	219	661	1	1	448	282	2018
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1044	57	220	539	0	0	0	0	48	0	568	2476
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1044	57	220	539	0	0	0	0	48	0	568	2476
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	1	1	877	0	0	832	1	1712
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	877	0	0	832	1	1712
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	349	3	386	9	2	9	2	892	280	145	342	1	2420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	349	3	386	9	2	9	2	892	280	145	342	1	2420
#14 Ferry St / Terminal Way													
Base	40	146	0	0	14	307	598	0	106	0	0	0	1211
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	146	0	0	14	307	598	0	106	0	0	0	1211
#15 Navy Way / Reeves Ave													
Base	13	526	1	16	122	48	647	0	5	2	2	75	1457
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	526	1	16	122	48	647	0	5	2	2	75	1457
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
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 Ocean Blvd / Terminal Island F	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.350	A	xxxxx	0.350	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.392	A	xxxxx	0.392	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.339	A	xxxxx	0.339	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.261	A	xxxxx	0.261	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C

APL
2015 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)				Ocean Blvd			
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		Ignore	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 2 0 0		0 0 2 0 2		0 0 0 0 0		1 0 2 0 1	
Volume Module:								
Base Vol:	10 749	0	0 136	636	0 0	0	14 283	163
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:	10 749	0	0 136	636	0 0	0	14 283	163
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:	10 749	0	0 136	636	0 0	0	14 283	163
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Volume:	10 749	0	0 136	636	0 0	0	14 283	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	10 749	0	0 136	636	0 0	0	14 283	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	0.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
FinalVolume:	10 749	0	0 136	636	0 0	0	14 283	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	0.90	1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	1.00 2.00	0.00	0.00 2.00	2.00	0.00 0.00	0.00	1.00 2.00	1.00
Final Sat.:	1600 3200	0	0 3200	2880	0 0	0	1600 3200	1600
Capacity Analysis Module:								
Vol/Sat:	0.01 0.23	0.00	0.00 0.04	0.22	0.00 0.00	0.00	0.01 0.09	0.00
Crit Moves:	****			****				****

APL
2015 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)				Ocean Blvd			
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		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 2 0 1		1 1 0 0 0		2 0 1 1 0		0 0 0 0 0	
Volume Module:								
Base Vol:	0 6	4	111 1	0	613 274	0	0 0	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:	0 6	4	111 1	0	613 274	0	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:	0 6	4	111 1	0	613 274	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:	0 6	4	111 1	0	613 274	0	0 0	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	0 6	4	111 1	0	613 274	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
FinalVolume:	0 6	4	111 1	0	613 274	0	0 0	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	0.90 1.00	1.00	1.00 1.00	1.00
Lanes:	0.00 2.00	1.00	1.98 0.02	0.00	2.00 2.00	0.00	0.00 0.00	0.00
Final Sat.:	0 3200	1600	3171 29	0	2880 3200	0	0 0	0
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00	0.00	0.04 0.03	0.00	0.21 0.09	0.00	0.00 0.00	0.00
Crit Moves:		****	****		****			

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

Intersection #3 Seaside Ave / Navy Way

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

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	2	0	3	0	1	2	0	3	0	0
Volume Module:																				
Base Vol:	378	0	451	0	0	0	0	2161	227	27	1994	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:	378	0	451	0	0	0	0	2161	227	27	1994	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:	378	0	451	0	0	0	0	2161	227	27	1994	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:	378	0	0	0	0	0	0	2161	227	27	1994	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	0	0	0	0	0	0	2161	227	27	1994	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
FinalVolume:	378	0	0	0	0	0	0	2161	227	27	1994	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:	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.16	0.01	0.47	0.00
Crit Volume:	189					0			720			14								
Crit Moves:	****								****			****								

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	478	398	4	256	0	0	0	0	148	0	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:	0	478	398	4	256	0	0	0	0	148	0	5
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	478	398	4	256	0	0	0	0	148	0	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:	0	478	398	4	256	0	0	0	0	148	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	478	398	4	256	0	0	0	0	148	0	5
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
FinalVolume:	0	478	398	4	256	0	0	0	0	148	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.93	0.00	0.07
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2757	0	93
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.34	0.28	0.00	0.09	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:		478			4				0		76									
Crit Moves:		****			****						****									

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	288	296	204	185	194	43	99	1169	229	70	876	171
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:	288	296	204	185	194	43	99	1169	229	70	876	171
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:	288	296	204	185	194	43	99	1169	229	70	876	171
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:	288	296	204	185	194	43	99	1169	0	70	876	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	296	204	185	194	43	99	1169	0	70	876	171
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	288	296	204	185	194	43	99	1169	0	70	876	171
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:	1.48	1.52	1.00	1.00	2.46	0.54	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2108	2167	1425	1425	3499	776	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.06	0.06	0.07	0.41	0.00	0.05	0.31	0.12
Crit Volume:			204	185				585		70		
Crit Moves:			****	****				****		****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	350	35	107	336	50	70	2	13	87	0	355
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:	10	350	35	107	336	50	70	2	13	87	0	355
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:	10	350	35	107	336	50	70	2	13	87	0	355
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:	10	350	0	107	336	50	70	2	13	87	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	350	0	107	336	50	70	2	13	87	0	355
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
FinalVolume:	10	350	0	107	336	50	70	2	13	87	0	355
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	2.00	1.00	2.00	1.74	0.26	1.00	0.13	0.87	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2394	356	1375	183	1192	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.04	0.14	0.14	0.05	0.01	0.01	0.06	0.00	0.26
Crit Volume:		175		0			70					355
Crit Moves:		****		****			****					****

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0	0 1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	6	633	21	5	193	0	130	1	7	19	5	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:	6	633	21	5	193	0	130	1	7	19	5	30
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:	6	633	21	5	193	0	130	1	7	19	5	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:	6	633	21	5	193	0	130	1	7	19	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	633	21	5	193	0	130	1	7	19	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	6	633	21	20	193	0	130	1	7	19	5	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.98	1.00	0.22	1.78	0.00	1.00	0.12	0.88	0.35	0.09	0.56
Final Sat.:	28	2972	1500	328	2672	0	1500	188	1313	528	139	833
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.01	0.02	0.07	0.00	0.09	0.01	0.01	0.04	0.04	0.04
Crit Volume:		319			5			130				54
Crit Moves:		****			****			****				****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	189	0	319	255	1178	0	0	986	178
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	0	0	189	0	319	255	1178	0	0	986	178
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	0	0	189	0	319	255	1178	0	0	986	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:	0	0	0	189	0	319	255	1178	0	0	986	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	319	255	1178	0	0	986	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
FinalVolume:	0	0	0	189	0	319	255	1178	0	0	986	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3621	654
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.22	0.18	0.41	0.00	0.00	0.27	0.27
Crit Volume:		0			189			255				388
Crit Moves:					****			****				****

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	642	208	305	759	0	0	0	0	96	0	373
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	642	208	305	759	0	0	0	0	96	0	373
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	642	208	305	759	0	0	0	0	96	0	373
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	642	208	305	759	0	0	0	0	96	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	642	208	305	759	0	0	0	0	96	0	373
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
FinalVolume:	0	642	208	305	759	0	0	0	0	96	0	373
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	2.27	0.73	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3229	1046	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.21	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.26
Crit Volume:		283		305				0		96		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	6	40	22	170	18	150	219	661	1	1	448	282
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:	6	40	22	170	18	150	219	661	1	1	448	282
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:	6	40	22	170	18	150	219	661	1	1	448	282
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:	6	40	22	170	18	150	219	661	1	1	448	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	40	22	170	18	150	219	661	1	1	448	282
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
FinalVolume:	6	40	22	170	18	150	219	661	1	1	448	282
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.18	1.17	0.65	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	282	1882	1035	2894	306	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.21	0.00	0.00	0.28	0.18
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1044	57	220	539	0	0	0	0	48	0	568
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	1044	57	220	539	0	0	0	0	48	0	568
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	1044	57	220	539	0	0	0	0	48	0	568
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:	0	1044	57	220	539	0	0	0	0	48	0	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1044	57	220	539	0	0	0	0	48	0	568
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1044	57	220	539	0	0	0	0	48	0	568
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.84	0.16	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4551	249	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.14	0.11	0.00	0.00	0.00	0.00	0.03	0.00	0.18
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	1	1	877	0	0	832	1
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	0	0	0	0	1	1	877	0	0	832	1
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	0	0	0	0	1	1	877	0	0	832	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	1	1	877	0	0	832	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	1	1	877	0	0	832	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	1	1	877	0	0	832	1
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.33	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	349	3	386	9	2	9	2	892	280	145	342	1
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:	349	3	386	9	2	9	2	892	280	145	342	1
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:	349	3	386	9	2	9	2	892	280	145	342	1
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	349	3	386	9	2	9	2	892	280	145	342	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	3	386	9	2	9	2	892	280	145	342	1
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	349	3	386	9	2	9	2	892	280	145	342	1
OvlAdjVol:			241						104			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.98 0.02	2.00		0.45 0.10	0.45		1.00 2.00	1.00		2.00 1.99	0.01	
Final Sat.:	3173	27	2880	720	160	720	1600	3200	1600	2880	3191	9
Capacity Analysis Module:												
Vol/Sat:	0.11 0.11	0.13		0.01 0.01	0.01		0.00 0.28	0.17		0.05 0.11	0.11	
OvlAdjV/S:		0.08						0.06				
Crit Moves:	****			****			****		****			

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.261
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	40	146	0	0	14	307	598	0	106	0	0	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:	40	146	0	0	14	307	598	0	106	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:	40	146	0	0	14	307	598	0	106	0	0	0
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Volume:	40	146	0	0	14	307	598	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	146	0	0	14	307	598	0	0	0	0	0
PCE Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
FinalVolume:	40	146	0	0	14	307	598	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	1.00		1.00 1.00	1.00		2.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	1425 2850	1425		1425 1425	1425		2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03 0.05	0.00		0.00 0.01	0.22		0.21 0.00	0.00		0.00 0.00	0.00	
Crit Volume:		73			0			299			0	
Crit Moves:	****			****			****					

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

Intersection #15 Navy Way / Reeves Ave

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:	39	Level Of Service:	A

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	13	526	1		16	122	48		647	0	5		2	2	75	
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:	13	526	1		16	122	48		647	0	5		2	2	75	
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:	13	526	1		16	122	48		647	0	5		2	2	75	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	13	526	1		16	122	48		647	0	5		2	2	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	526	1		16	122	48		647	0	5		2	2	75	
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	
FinalVolume:	13	526	1		16	122	48		647	0	5		2	2	75	
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	2.99	0.01		1.00	1.44	0.56		2.00	0.00	1.00		0.50	0.50	1.00	
Final Sat.:	1375	4117	8		1375	1974	776		2750	0	1375		688	688	1375	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.13	0.13		0.01	0.06	0.06		0.24	0.00	0.00		0.00	0.00	0.05	
Crit Volume:			176		0				324						75	
Crit Moves:			****		****				****						****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
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Scenario Report

Scenario:	2027 NEPA Base AM
Command:	2027 NEPA Base AM Peak
Volume:	2027 NEPA Base AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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2027 NEPA Baseline/Alt 1/Alt 2
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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	6	313	0	0	168	675	0	0	0	4	288	98	1552
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	313	0	0	168	675	0	0	0	4	288	98	1552
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	1	0	78	0	0	269	260	0	0	0	0	608
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	78	0	0	269	260	0	0	0	0	608
#3 Seaside Ave / Navy Way													
Base	45	0	148	0	0	0	0	1847	395	108	1928	0	4471
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	45	0	148	0	0	0	0	1847	395	108	1928	0	4471
#4 Ferry St / SR 47 Ramps													
Base	0	82	129	7	375	0	0	0	0	335	0	2	930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	82	129	7	375	0	0	0	0	335	0	2	930
#5 Anaheim St / Henry Ford Ave													
Base	58	40	40	89	189	27	62	800	266	49	839	114	2573
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	58	40	40	89	189	27	62	800	266	49	839	114	2573
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	117	75	70	199	327	34	46	1	132	14	3	21	1039
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	75	70	199	327	34	46	1	132	14	3	21	1039
#7 Alameda Street / Henry Ford Avenue													
Base	0	389	7	6	412	0	65	1	4	2	2	11	899
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	389	7	6	412	0	65	1	4	2	2	11	899
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	195	0	237	235	857	0	0	849	159	2532
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	195	0	237	235	857	0	0	849	159	2532
#9 Alameda St / PCH Ramp (O St)													
Base	0	333	97	354	613	0	0	0	0	119	0	273	1789
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	333	97	354	613	0	0	0	0	119	0	273	1789

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APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	27	6	202	37	155	139	466	3	8	527	188	1763
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	27	6	202	37	155	139	466	3	8	527	188	1763
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	551	67	347	949	0	0	0	0	58	0	331	2303
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	551	67	347	949	0	0	0	0	58	0	331	2303
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	2	0	1	3	656	0	0	746	0	1408
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	1	3	656	0	0	746	0	1408
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	88	31	138	3	20	5	31	442	289	237	655	11	1950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	88	31	138	3	20	5	31	442	289	237	655	11	1950
#14 Ferry St / Terminal Way													
Base	47	7	0	0	43	584	145	0	18	0	0	0	844
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	47	7	0	0	43	584	145	0	18	0	0	0	844
#15 Navy Way / Reeves Ave													
Base	10	60	8	85	272	87	161	4	12	1	4	18	722
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	60	8	85	272	87	161	4	12	1	4	18	722
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.218	A	xxxxx	0.218	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.486	A	xxxxx	0.486	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.250	A	xxxxx	0.250	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.325	A	xxxxx	0.325	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.195	A	xxxxx	0.195	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.414	A	xxxxx	0.414	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.443	A	xxxxx	0.443	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.200	A	xxxxx	0.200	+ 0.000 V/C

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	6	313	0	0	168	675	0	0	0	4	288	98
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:	6	313	0	0	168	675	0	0	0	4	288	98
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:	6	313	0	0	168	675	0	0	0	4	288	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	313	0	0	168	675	0	0	0	4	288	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	313	0	0	168	675	0	0	0	4	288	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	313	0	0	168	675	0	0	0	4	288	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.05	0.23	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.218
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	1	0	78	0	0	269	260	0	0	0	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:	0	1	0	78	0	0	269	260	0	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:	0	1	0	78	0	0	269	260	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:	0	1	0	78	0	0	269	260	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	78	0	0	269	260	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
FinalVolume:	0	1	0	78	0	0	269	260	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.09	0.08	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	1	0	3	0	1	2	0	3	0	0
Volume Module:																					
Base Vol:	45	0	148	0	0	0	0	1847	395	108	1928	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:	45	0	148	0	0	0	0	1847	395	108	1928	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:	45	0	148	0	0	0	0	1847	395	108	1928	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:	45	0	0	0	0	0	0	1847	395	108	1928	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	0	0	0	0	0	1847	395	108	1928	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
FinalVolume:	45	0	0	0	0	0	0	1847	395	108	1928	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:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.28	0.04	0.45	0.00
Crit Volume:	23			0			616			54		
Crit Moves:	****						****			****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.250
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ferry St								Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	82	129	7	375	0	0	0	0	335	0	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:	0	82	129	7	375	0	0	0	0	335	0	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:	0	82	129	7	375	0	0	0	0	335	0	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:	0	82	129	7	375	0	0	0	0	335	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	82	129	7	375	0	0	0	0	335	0	2
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
FinalVolume:	0	82	129	7	375	0	0	0	0	335	0	2
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	2833	0	17
Capacity Analysis Module:																					
Vol/Sat:	0.00	0.06	0.09	0.00	0.13	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Volume:	0			188			0			169		
Crit Moves:	****			****						****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	58	40	40	89	189	27	62	800	266	49	839	114
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:	58	40	40	89	189	27	62	800	266	49	839	114
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:	58	40	40	89	189	27	62	800	266	49	839	114
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:	58	40	40	89	189	27	62	800	0	49	839	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	40	40	89	189	27	62	800	0	49	839	114
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	58	40	40	89	189	27	62	800	0	49	839	114
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:	1.78	1.22	1.00	1.00	2.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2530	1745	1425	1425	3741	534	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.06	0.05	0.05	0.04	0.28	0.00	0.03	0.29	0.08
Crit Volume:			40	89			62			420		
Crit Moves:			****	****			****			****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.325
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	117	75	70	199	327	34	46	1	132	14	3	21
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:	117	75	70	199	327	34	46	1	132	14	3	21
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:	117	75	70	199	327	34	46	1	132	14	3	21
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:	117	75	0	199	327	34	46	1	132	14	3	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	75	0	199	327	34	46	1	132	14	3	21
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
FinalVolume:	117	75	0	199	327	34	46	1	132	14	3	21
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	2.00	1.00	2.00	1.81	0.19	1.00	0.01	0.99	0.82	0.18	1.00
Final Sat.:	1375	2750	1375	2750	2491	259	1375	10	1365	1132	243	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.00	0.07	0.13	0.13	0.03	0.10	0.10	0.01	0.01	0.02
Crit Volume:	117					181			133		17	
Crit Moves:	****					****			****		****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.195
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	14	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	389	7	6	412	0	65	1	4	2	2	11
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	389	7	6	412	0	65	1	4	2	2	11
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	389	7	6	412	0	65	1	4	2	2	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:	0	389	7	6	412	0	65	1	4	2	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	389	7	6	412	0	65	1	4	2	2	11
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	389	7	12	412	0	65	1	4	2	2	11
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	1.00	0.06	1.94	0.00	1.00	0.20	0.80	0.13	0.13	0.74
Final Sat.:	0	3000	1500	87	2913	0	1500	300	1200	200	200	1100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.07	0.14	0.00	0.04	0.00	0.00	0.01	0.01	0.01
Crit Volume:	0			212			65			15		
Crit Moves:	****			****			****			****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0 0	1	0 2	0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	195	0	237	235	857	0	0	849	159
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	0	0	195	0	237	235	857	0	0	849	159
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	0	0	195	0	237	235	857	0	0	849	159
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	195	0	237	235	857	0	0	849	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	237	235	857	0	0	849	159
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
FinalVolume:	0	0	0	195	0	237	235	857	0	0	849	159
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3601	674
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.17	0.16	0.30	0.00	0.00	0.24	0.24
Crit Volume:	0			195			235			336		
Crit Moves:				****			****			****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	333	97	354	613	0	0	0	0	119	0	273
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	333	97	354	613	0	0	0	0	119	0	273
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	333	97	354	613	0	0	0	0	119	0	273
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	333	97	354	613	0	0	0	0	119	0	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	333	97	354	613	0	0	0	0	119	0	273
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
FinalVolume:	0	333	97	354	613	0	0	0	0	119	0	273
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	2.32	0.68	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3311	964	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.25	0.14	0.00	0.00	0.00	0.00	0.08	0.00	0.19
Crit Volume:		143		354				0		119		
Crit Moves:		****		****						****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	27	6	202	37	155	139	466	3	8	527	188
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:	5	27	6	202	37	155	139	466	3	8	527	188
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:	5	27	6	202	37	155	139	466	3	8	527	188
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:	5	27	6	202	37	155	139	466	3	8	527	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	27	6	202	37	155	139	466	3	8	527	188
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
FinalVolume:	5	27	6	202	37	155	139	466	3	8	527	188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.42	0.32	1.69	0.31	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	421	2274	505	2705	495	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.07	0.07	0.10	0.09	0.15	0.00	0.01	0.33	0.12
Crit Moves:		****		****			****				****	

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	551	67	347	949	0	0	0	0	58	0	331
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	551	67	347	949	0	0	0	0	58	0	331
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	551	67	347	949	0	0	0	0	58	0	331
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:	0	551	67	347	949	0	0	0	0	58	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	551	67	347	949	0	0	0	0	58	0	331
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	551	67	347	949	0	0	0	0	58	0	331
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.67	0.33	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4280	520	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.20	0.00	0.00	0.00	0.00	0.04	0.00	0.10
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	656	0	0	746	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:	0	0	0	2	0	1	3	656	0	0	746	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:	0	0	0	2	0	1	3	656	0	0	746	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:	0	0	0	2	0	1	3	656	0	0	746	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	1	3	656	0	0	746	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
FinalVolume:	0	0	0	2	0	1	3	656	0	0	746	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.67	0.00	0.33	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	853	0	427	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.29	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1 0	2	0 1	2 0	1 1	0
Volume Module:												
Base Vol:	88	31	138	3	20	5	31	442	289	237	655	11
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	31	138	3	20	5	31	442	289	237	655	11
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:	88	31	138	3	20	5	31	442	289	237	655	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:	88	31	138	3	20	5	31	442	289	237	655	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	31	138	3	20	5	31	442	289	237	655	11
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
FinalVolume:	88	31	138	3	20	5	31	442	289	237	655	11
OvlAdjVol:			0						229			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.48 0.52		2.00	0.11 0.71		0.18	1.00 2.00		1.00	2.00 1.97		0.03
Final Sat.:	2366	834	2880	171 1143		286	1600 3200		1600	2880 3147		53
Capacity Analysis Module:												
Vol/Sat:	0.04 0.04		0.05	0.02 0.02		0.02	0.02 0.14		0.18	0.08 0.21		0.21
OvlAdjV/S:			0.00						0.14			
Crit Moves:	****			****			****				****	

APL
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AM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0	0 0	1	0 0	0 0
Volume Module:												
Base Vol:	47	7	0	0	43	584	145	0	18	0	0	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:	47	7	0	0	43	584	145	0	18	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:	47	7	0	0	43	584	145	0	18	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	47	7	0	0	43	584	145	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	7	0	0	43	584	145	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	47	7	0	0	43	584	145	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		1.00	1.00 1.00		1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425 2850		1425	1425 1425		1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03 0.00		0.00	0.00 0.03		0.41	0.05 0.00		0.00	0.00 0.00		0.00
Crit Volume:	47					584	0				0	
Crit Moves:	****					****	****					

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.200
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	10	60	8		85	272	87		161	4	12		1	4	18	
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:	10	60	8		85	272	87		161	4	12		1	4	18	
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:	10	60	8		85	272	87		161	4	12		1	4	18	
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:	10	60	8		85	272	87		161	4	12		1	4	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	60	8		85	272	87		161	4	12		1	4	18	
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	
FinalVolume:	10	60	8		85	272	87		161	4	12		1	4	18	
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	2.65	0.35		1.00	1.52	0.48		2.00	0.25	0.75		0.20	0.80	1.00	
Final Sat.:	1375	3640	485		1375	2084	666		2750	344	1031		275	1100	1375	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02		0.06	0.13	0.13		0.06	0.01	0.01		0.00	0.00	0.01	
Crit Volume:	10						180		81					5		
Crit Moves:	****						****		****					****		

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2027 NEPA Baseline/Alt 1/Alt 2
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Scenario Report

Scenario:	2027 NEPA Base MD
Command:	2027 NEPA Base MD Peak
Volume:	2027 NEPA Base MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	4	606	0	0	134	466	0	0	0	6	235	149	1600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	606	0	0	134	466	0	0	0	6	235	149	1600
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	0	136	4	0	606	282	0	0	0	0	1034
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	136	4	0	606	282	0	0	0	0	1034
#3 Seaside Ave / Navy Way													
Base	270	0	576	0	0	0	0	1164	191	39	1265	0	3505
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	270	0	576	0	0	0	0	1164	191	39	1265	0	3505
#4 Ferry St / SR 47 Ramps													
Base	0	127	223	6	272	0	0	0	0	147	0	5	780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	127	223	6	272	0	0	0	0	147	0	5	780
#5 Anaheim St / Henry Ford Ave													
Base	195	223	116	176	300	67	91	877	204	104	802	156	3311
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	195	223	116	176	300	67	91	877	204	104	802	156	3311
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	61	12	30	31	15	203	33	141	72	238	202	1038
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	61	12	30	31	15	203	33	141	72	238	202	1038
#7 Alameda Street / Henry Ford Avenue													
Base	0	563	33	6	371	0	97	4	3	1	5	21	1104
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	563	33	6	371	0	97	4	3	1	5	21	1104
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	122	0	125	198	866	0	0	750	149	2210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	122	0	125	198	866	0	0	750	149	2210
#9 Alameda St / PCH Ramp (O St)													
Base	0	665	142	240	609	0	0	0	0	108	0	292	2056
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	665	142	240	609	0	0	0	0	108	0	292	2056

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	8	27	13	140	32	119	169	480	8	9	357	179	1541
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	27	13	140	32	119	169	480	8	9	357	179	1541
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	780	106	165	646	0	0	0	0	80	0	312	2089
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	780	106	165	646	0	0	0	0	80	0	312	2089
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	1	0	3	1	783	0	0	690	0	1478
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	3	1	783	0	0	690	0	1478
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	445	7	207	1	27	6	19	575	345	165	301	10	2108
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	445	7	207	1	27	6	19	575	345	165	301	10	2108
#14 Ferry St / Terminal Way													
Base	33	31	0	0	31	398	319	0	47	0	0	0	859
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	31	0	0	31	398	319	0	47	0	0	0	859
#15 Navy Way / Reeves Ave													
Base	11	380	1	19	124	77	415	1	7	1	2	51	1089
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	380	1	19	124	77	415	1	7	1	2	51	1089
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.413	A	xxxxx	0.413	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.356	A	xxxxx	0.356	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.161	A	xxxxx	0.161	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.274	A	xxxxx	0.274	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.302	A	xxxxx	0.302	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.280	A	xxxxx	0.280	+ 0.000 V/C

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)				Ocean Blvd			
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		Ignore	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 2 0 0		0 0 2 0 2		0 0 0 0 0		1 0 2 0 1	
Volume Module:								
Base Vol:	4 606	0	0 134	466	0 0	0	6 235	149
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:	4 606	0	0 134	466	0 0	0	6 235	149
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:	4 606	0	0 134	466	0 0	0	6 235	149
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Volume:	4 606	0	0 134	466	0 0	0	6 235	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	4 606	0	0 134	466	0 0	0	6 235	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	0.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
FinalVolume:	4 606	0	0 134	466	0 0	0	6 235	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	0.90	1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	1.00 2.00	0.00	0.00 2.00	2.00	0.00 0.00	0.00	1.00 2.00	1.00
Final Sat.:	1600 3200	0	0 3200	2880	0 0	0	1600 3200	1600
Capacity Analysis Module:								
Vol/Sat:	0.00 0.19	0.00	0.00 0.04	0.16	0.00 0.00	0.00	0.00 0.07	0.00
Crit Moves:	****		****				****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)				Ocean Blvd			
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		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 2 0 1		1 1 0 0 0		2 0 1 1 0		0 0 0 0 0	
Volume Module:								
Base Vol:	0 6	0	136 4	0	606 282	0	0 0	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:	0 6	0	136 4	0	606 282	0	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:	0 6	0	136 4	0	606 282	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:	0 6	0	136 4	0	606 282	0	0 0	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	0 6	0	136 4	0	606 282	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
FinalVolume:	0 6	0	136 4	0	606 282	0	0 0	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	0.90 1.00	1.00	1.00 1.00	1.00
Lanes:	0.00 2.00	1.00	1.94 0.06	0.00	2.00 2.00	0.00	0.00 0.00	0.00
Final Sat.:	0 3200	1600	3109 91	0	2880 3200	0	0 0	0
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00	0.00	0.04 0.04	0.00	0.21 0.09	0.00	0.00 0.00	0.00
Crit Moves:	****		****		****			

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

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:	55	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	1	0	0	3	0	1	2	0	3	0	0
Volume Module:																					
Base Vol:	270	0	576	0	0	0	0	1164	191	39	1265	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:	270	0	576	0	0	0	0	1164	191	39	1265	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:	270	0	576	0	0	0	0	1164	191	39	1265	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:	270	0	0	0	0	0	0	1164	191	39	1265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	0	0	0	0	0	0	1164	191	39	1265	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
FinalVolume:	270	0	0	0	0	0	0	1164	191	39	1265	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	0.27	0.13	0.01	0.30	0.00
Crit Volume:	135			0			388			422		
Crit Moves:	****									****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.161
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit			Prot+Permit			Protected			Protected					
Rights:	Ovl			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	127	223	6	272	0	0	0	0	147	0	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:	0	127	223	6	272	0	0	0	0	147	0	5
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	127	223	6	272	0	0	0	0	147	0	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:	0	127	223	6	272	0	0	0	0	147	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	127	223	6	272	0	0	0	0	147	0	5
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
FinalVolume:	0	127	223	6	272	0	0	0	0	147	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.93	0.00	0.07			
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2756	0	94			
Capacity Analysis Module:																					
Vol/Sat:	0.00	0.09	0.16	0.00	0.10	0.00	0.00	0.00	0.00	0.05	0.00	0.05			
Crit Volume:			223	6					0						
Crit Moves:			****	****						****					

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	195	223	116	176	300	67	91	877	204	104	802	156
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:	195	223	116	176	300	67	91	877	204	104	802	156
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:	195	223	116	176	300	67	91	877	204	104	802	156
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:	195	223	116	176	300	67	91	877	0	104	802	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	223	116	176	300	67	91	877	0	104	802	156
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	195	223	116	176	300	67	91	877	0	104	802	156
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:	1.40	1.60	1.00	1.00	2.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1994	2281	1425	1425	3495	780	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.08	0.12	0.09	0.09	0.06	0.31	0.00	0.07	0.28	0.11
Crit Volume:	139			176				439		104		
Crit Moves:	****			****				****		****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	61	12	30	31	15	203	33	141	72	238	202
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	61	12	30	31	15	203	33	141	72	238	202
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	61	12	30	31	15	203	33	141	72	238	202
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:	0	61	0	30	31	15	203	33	141	72	238	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	61	0	30	31	15	203	33	141	72	238	202
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
FinalVolume:	0	61	0	30	31	15	203	33	141	72	238	202
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	2.00	1.00	2.00	1.35	0.65	1.00	0.19	0.81	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	1853	897	1375	261	1114	319	1056	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.02	0.02	0.15	0.13	0.13	0.23	0.23	0.15
Crit Volume:		31		15			203			310		
Crit Moves:	****			****			****			****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.274
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0 0	1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	563	33	6	371	0	97	4	3	1	5	21
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	563	33	6	371	0	97	4	3	1	5	21
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	563	33	6	371	0	97	4	3	1	5	21
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	563	33	6	371	0	97	4	3	1	5	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	563	33	6	371	0	97	4	3	1	5	21
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	563	33	12	371	0	97	4	3	1	5	21
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	1.00	0.06	1.94	0.00	1.00	0.57	0.43	0.04	0.18	0.78
Final Sat.:	0	3000	1500	97	2903	0	1500	857	643	56	278	1167
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.02	0.06	0.13	0.00	0.06	0.00	0.00	0.02	0.02	0.02
Crit Volume:		282		6			97					27
Crit Moves:		****		****			****					****

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	122	0	125	198	866	0	0	750	149
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	0	0	122	0	125	198	866	0	0	750	149
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	0	0	122	0	125	198	866	0	0	750	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	125	198	866	0	0	750	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	125	198	866	0	0	750	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	122	0	125	198	866	0	0	750	149
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3566	709
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.14	0.30	0.00	0.00	0.21	0.21
Crit Volume:		0		122			198					300
Crit Moves:				****			****					****

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	665	142	240	609	0	0	0	0	108	0	292
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	665	142	240	609	0	0	0	0	108	0	292
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	665	142	240	609	0	0	0	0	108	0	292
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	665	142	240	609	0	0	0	0	108	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	665	142	240	609	0	0	0	0	108	0	292
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
FinalVolume:	0	665	142	240	609	0	0	0	0	108	0	292
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3523	752	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.17	0.14	0.00	0.00	0.00	0.00	0.08	0.00	0.20
Crit Volume:			269	240				0		108		
Crit Moves:			****	****						****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	8	27	13	140	32	119	169	480	8	9	357	179
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:	8	27	13	140	32	119	169	480	8	9	357	179
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:	8	27	13	140	32	119	169	480	8	9	357	179
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:	8	27	13	140	32	119	169	480	8	9	357	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	27	13	140	32	119	169	480	8	9	357	179
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
FinalVolume:	8	27	13	140	32	119	169	480	8	9	357	179
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.33	1.13	0.54	1.63	0.37	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	533	1800	867	2605	595	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.05	0.05	0.07	0.11	0.15	0.01	0.01	0.22	0.11
Crit Moves:		****		****			****				****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	780	106	165	646	0	0	0	0	80	0	312
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	780	106	165	646	0	0	0	0	80	0	312
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	780	106	165	646	0	0	0	0	80	0	312
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:	0	780	106	165	646	0	0	0	0	80	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	780	106	165	646	0	0	0	0	80	0	312
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	780	106	165	646	0	0	0	0	80	0	312
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.64	0.36	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4226	574	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.10	0.13	0.00	0.00	0.00	0.00	0.05	0.00	0.10
Crit Moves:		****		****								****

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	1	0	3	1	783	0	0	690	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:	0	0	0	1	0	3	1	783	0	0	690	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:	0	0	0	1	0	3	1	783	0	0	690	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:	0	0	0	1	0	3	1	783	0	0	690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	3	1	783	0	0	690	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
FinalVolume:	0	0	0	1	0	3	1	783	0	0	690	0
OvlAdjVol:						2						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.25	0.00	0.75	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	320	0	960	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.27	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0	1! 0	0	1 0	2 0	1	2 0	1 1 0
Volume Module:												
Base Vol:	445	7	207	1	27	6	19	575	345	165	301	10
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:	445	7	207	1	27	6	19	575	345	165	301	10
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:	445	7	207	1	27	6	19	575	345	165	301	10
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:	445	7	207	1	27	6	19	575	345	165	301	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	7	207	1	27	6	19	575	345	165	301	10
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
FinalVolume:	445	7	207	1	27	6	19	575	345	165	301	10
OvlAdjVol:			42						119			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.97 0.03		2.00	0.03 0.79		0.18	1.00 2.00		1.00	2.00 1.94		0.06
Final Sat.:	3150	50	2880	47 1271		282	1600 3200		1600	2880 3097		103
Capacity Analysis Module:												
Vol/Sat:	0.14 0.14		0.07	0.02 0.02		0.02	0.01 0.18		0.22	0.06 0.10		0.10
OvlAdjV/S:			0.01						0.07			
Crit Moves:	****			****				****		****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0	1 0	1	0	1 0	2	0	0 0 1 0 0
Volume Module:												
Base Vol:	33	31	0	0	31	398	319	0	47	0	0	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:	33	31	0	0	31	398	319	0	47	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:	33	31	0	0	31	398	319	0	47	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	33	31	0	0	31	398	319	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	31	0	0	31	398	319	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	33	31	0	0	31	398	319	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		1.00	1.00 1.00		1.00	2.00 0.00		1.00	0.00 0.00		0.00
Final Sat.:	1425 2850		1425	1425 1425		1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02 0.01		0.00	0.00 0.02		0.28	0.11 0.00		0.00	0.00 0.00		0.00
Crit Volume:	33					398	0				0	
Crit Moves:	****					****	****					

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.280
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Navy Way							Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	11	380	1		19	124	77		415	1	7		1	2	51	
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:	11	380	1		19	124	77		415	1	7		1	2	51	
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:	11	380	1		19	124	77		415	1	7		1	2	51	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	380	1		19	124	77		415	1	7		1	2	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	380	1		19	124	77		415	1	7		1	2	51	
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	
FinalVolume:	11	380	1		19	124	77		415	1	7		1	2	51	
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	2.99	0.01		1.00	1.23	0.77		2.00	0.12	0.88		0.33	0.67	1.00	
Final Sat.:	1375	4114	11		1375	1697	1053		2750	172	1203		458	917	1375	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09	0.09		0.01	0.07	0.07		0.15	0.01	0.01		0.00	0.00	0.04	
Crit Volume:			127		0				208						51	
Crit Moves:			****		****				****						****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Scenario Report

Scenario:	2027 NEPA Base PM
Command:	2027 NEPA Base PM Peak
Volume:	2027 NEPA Base PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2027 NEPA Baseline/Alt 1/Alt 2
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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	716	0	0	136	673	0	0	0	14	285	163	1997
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	716	0	0	136	673	0	0	0	14	285	163	1997
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	4	111	1	0	580	277	0	0	0	0	979
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	4	111	1	0	580	277	0	0	0	0	979
#3 Seaside Ave / Navy Way													
Base	317	0	374	0	0	0	0	2167	259	27	2000	0	5144
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	317	0	374	0	0	0	0	2167	259	27	2000	0	5144
#4 Ferry St / SR 47 Ramps													
Base	0	400	404	4	256	0	0	0	0	155	0	5	1224
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	400	404	4	256	0	0	0	0	155	0	5	1224
#5 Anaheim St / Henry Ford Ave													
Base	264	288	204	185	213	43	99	1169	231	70	876	171	3813
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	264	288	204	185	213	43	99	1169	231	70	876	171	3813
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	318	35	107	357	50	70	2	13	88	0	355	1405
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	318	35	107	357	50	70	2	13	88	0	355	1405
#7 Alameda Street / Henry Ford Avenue													
Base	1	630	21	5	212	0	130	1	7	19	5	30	1061
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	630	21	5	212	0	130	1	7	19	5	30	1061
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	189	0	317	259	1178	0	0	986	178	3107
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	189	0	317	259	1178	0	0	986	178	3107
#9 Alameda St / PCH Ramp (O St)													
Base	0	641	206	305	775	0	0	0	0	99	0	373	2399
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	641	206	305	775	0	0	0	0	99	0	373	2399

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APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	6	40	22	170	18	150	219	662	1	1	448	290	2027
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	40	22	170	18	150	219	662	1	1	448	290	2027
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1052	57	220	547	0	0	0	0	56	0	568	2500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1052	57	220	547	0	0	0	0	56	0	568	2500
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	1	1	877	0	0	840	1	1720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	877	0	0	840	1	1720
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	373	3	353	9	2	9	2	892	293	146	342	1	2425
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	373	3	353	9	2	9	2	892	293	146	342	1	2425
#14 Ferry St / Terminal Way													
Base	42	63	0	0	22	318	609	0	109	0	0	0	1163
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	63	0	0	22	318	609	0	109	0	0	0	1163
#15 Navy Way / Reeves Ave													
Base	15	526	1	16	122	68	509	0	6	2	2	75	1342
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	526	1	16	122	68	509	0	6	2	2	75	1342
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
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 Ocean Blvd / Terminal Island F	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.339	A	xxxxx	0.339	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.336	A	xxxxx	0.336	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.259	A	xxxxx	0.259	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.367	A	xxxxx	0.367	+ 0.000 V/C

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	716	0	0	136	673	0	0	0	14	285	163
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:	10	716	0	0	136	673	0	0	0	14	285	163
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:	10	716	0	0	136	673	0	0	0	14	285	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	716	0	0	136	673	0	0	0	14	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	716	0	0	136	673	0	0	0	14	285	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	716	0	0	136	673	0	0	0	14	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.00	0.00	0.04	0.23	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.339
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	6	4	111	1	0	580	277	0	0	0	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:	0	6	4	111	1	0	580	277	0	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:	0	6	4	111	1	0	580	277	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:	0	6	4	111	1	0	580	277	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	4	111	1	0	580	277	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
FinalVolume:	0	6	4	111	1	0	580	277	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3171	29	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.03	0.00	0.20	0.09	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	2	1
Volume Module:												
Base Vol:	317	0	374	0	0	0	0	2167	259	27	2000	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:	317	0	374	0	0	0	0	2167	259	27	2000	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:	317	0	374	0	0	0	0	2167	259	27	2000	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:	317	0	0	0	0	0	0	2167	259	27	2000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	0	0	0	0	0	0	2167	259	27	2000	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
FinalVolume:	317	0	0	0	0	0	0	2167	259	27	2000	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:	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.18	0.01	0.47	0.00
Crit Volume:	159			0			722			14		
Crit Moves:	****						****			****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	400	404	4	256	0	0	0	0	0	155	0	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	1.00							
Initial Bse:	0	400	404	4	256	0	0	0	0	0	155	0	5							
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:	0	400	404	4	256	0	0	0	0	0	155	0	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	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:	0	400	404	4	256	0	0	0	0	0	155	0	5							
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0							
Reduced Vol:	0	400	404	4	256	0	0	0	0	0	155	0	5							
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
FinalVolume:	0	400	404	4	256	0	0	0	0	0	155	0	5							
Saturation Flow Module:																				
Sat/Lane:	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							
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06							
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	0	2761	0	89							
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.28	0.28	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.06							
Crit Volume:		400		4				0			80									
Crit Moves:		****		****							****									

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	264	288	204	185	213	43	99	1169	231	70	876	171
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:	264	288	204	185	213	43	99	1169	231	70	876	171
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:	264	288	204	185	213	43	99	1169	231	70	876	171
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:	264	288	204	185	213	43	99	1169	0	70	876	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	288	204	185	213	43	99	1169	0	70	876	171
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	264	288	204	185	213	43	99	1169	0	70	876	171
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:	1.43	1.57	1.00	1.00	2.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2045	2230	1425	1425	3557	718	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.14	0.13	0.06	0.06	0.07	0.41	0.00	0.05	0.31	0.12
Crit Volume:			204	185				585		70		
Crit Moves:			****	****				****		****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	318	35	107	357	50	70	2	13	88	0	355
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:	10	318	35	107	357	50	70	2	13	88	0	355
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:	10	318	35	107	357	50	70	2	13	88	0	355
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:	10	318	0	107	357	50	70	2	13	88	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	318	0	107	357	50	70	2	13	88	0	355
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
FinalVolume:	10	318	0	107	357	50	70	2	13	88	0	355
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	2.00	1.00	2.00	1.75	0.25	1.00	0.13	0.87	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2412	338	1375	183	1192	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.00	0.04	0.15	0.15	0.05	0.01	0.01	0.06	0.00	0.26
Crit Volume:	10					203	70					355
Crit Moves:	****					****	****					****

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0	0 1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	1	630	21	5	212	0	130	1	7	19	5	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:	1	630	21	5	212	0	130	1	7	19	5	30
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:	1	630	21	5	212	0	130	1	7	19	5	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:	1	630	21	5	212	0	130	1	7	19	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	630	21	5	212	0	130	1	7	19	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	1	630	21	20	212	0	130	1	7	19	5	30
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:	0.01	1.99	1.00	0.20	1.80	0.00	1.00	0.12	0.88	0.35	0.09	0.56
Final Sat.:	5	2995	1500	297	2703	0	1500	188	1313	528	139	833
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.01	0.02	0.08	0.00	0.09	0.01	0.01	0.04	0.04	0.04
Crit Volume:		316		5			130					54
Crit Moves:		****		****			****					****

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	189	0	317	259	1178	0	0	986	178
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	0	0	189	0	317	259	1178	0	0	986	178
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	0	0	189	0	317	259	1178	0	0	986	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:	0	0	0	189	0	317	259	1178	0	0	986	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	317	259	1178	0	0	986	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
FinalVolume:	0	0	0	189	0	317	259	1178	0	0	986	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3621	654
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.22	0.18	0.41	0.00	0.00	0.27	0.27
Crit Volume:		0		189			259					388
Crit Moves:				****			****					****

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	641	206	305	775	0	0	0	0	99	0	373
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	641	206	305	775	0	0	0	0	99	0	373
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	641	206	305	775	0	0	0	0	99	0	373
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	641	206	305	775	0	0	0	0	99	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	641	206	305	775	0	0	0	0	99	0	373
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
FinalVolume:	0	641	206	305	775	0	0	0	0	99	0	373
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	2.27	0.73	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3235	1040	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.21	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.26
Crit Volume:			282	305					0	99		
Crit Moves:			****	****						****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	6	40	22	170	18	150	219	662	1	1	448	290
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:	6	40	22	170	18	150	219	662	1	1	448	290
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:	6	40	22	170	18	150	219	662	1	1	448	290
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:	6	40	22	170	18	150	219	662	1	1	448	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	40	22	170	18	150	219	662	1	1	448	290
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
FinalVolume:	6	40	22	170	18	150	219	662	1	1	448	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.18	1.17	0.65	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	282	1882	1035	2894	306	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.21	0.00	0.00	0.28	0.18
Crit Moves:		****		****			****				****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1052	57	220	547	0	0	0	0	56	0	568
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	1052	57	220	547	0	0	0	0	56	0	568
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	1052	57	220	547	0	0	0	0	56	0	568
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:	0	1052	57	220	547	0	0	0	0	56	0	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1052	57	220	547	0	0	0	0	56	0	568
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1052	57	220	547	0	0	0	0	56	0	568
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.85	0.15	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4553	247	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.14	0.11	0.00	0.00	0.00	0.00	0.04	0.00	0.18
Crit Moves:		****		****								****

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	1	1	877	0	0	840	1
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	0	0	0	0	1	1	877	0	0	840	1
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	0	0	0	0	1	1	877	0	0	840	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	1	1	877	0	0	840	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	1	1	877	0	0	840	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	1	1	877	0	0	840	1
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.33	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	373	3	353	9	2	9	2	892	293	146	342	1
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:	373	3	353	9	2	9	2	892	293	146	342	1
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:	373	3	353	9	2	9	2	892	293	146	342	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	3	353	9	2	9	2	892	293	146	342	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	3	353	9	2	9	2	892	293	146	342	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	3	353	9	2	9	2	892	293	146	342	1
OvlAdjVol:			207						105			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.45	0.10	0.45	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	3174	26	2880	720	160	720	1600	3200	1600	2880	3191	9
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.01	0.01	0.01	0.00	0.28	0.18	0.05	0.11	0.11
OvlAdjV/S:			0.07						0.07			
Crit Moves:	****			****			****			****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.259
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	42	63	0	0	22	318	609	0	109	0	0	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:	42	63	0	0	22	318	609	0	109	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:	42	63	0	0	22	318	609	0	109	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	42	63	0	0	22	318	609	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	63	0	0	22	318	609	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	42	63	0	0	22	318	609	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.00	0.00	0.02	0.22	0.21	0.00	0.00	0.00	0.00	0.00
Crit Volume:	42				22		305				0	
Crit Moves:	****				****		****					

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

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

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	15	526	1	16	122	68	509	0	6	2	2	75
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:	15	526	1	16	122	68	509	0	6	2	2	75
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:	15	526	1	16	122	68	509	0	6	2	2	75
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:	15	526	1	16	122	68	509	0	6	2	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	526	1	16	122	68	509	0	6	2	2	75
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
FinalVolume:	15	526	1	16	122	68	509	0	6	2	2	75
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	2.99	0.01	1.00	1.28	0.72	2.00	0.00	1.00	0.50	0.50	1.00
Final Sat.:	1375	4117	8	1375	1766	984	2750	0	1375	688	688	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.01	0.07	0.07	0.19	0.00	0.00	0.00	0.00	0.05
Crit Volume:			176		0		255					75
Crit Moves:			****		****		****					****

APL
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Scenario Report

Scenario:	2027 Red Proj - No Space Assign AM
Command:	2027 Reduced Proj-No Space Assignment AM
Volume:	2027 Reduced Proj-No Space Assignment AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	6	426	0	0	168	847	0	0	0	4	294	98	1843
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	426	0	0	168	847	0	0	0	4	294	98	1843
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	1	0	78	0	0	382	266	0	0	0	0	727
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	78	0	0	382	266	0	0	0	0	727
#3 Seaside Ave / Navy Way													
Base	110	0	364	0	0	0	0	1847	540	108	1928	0	4897
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	0	364	0	0	0	0	1847	540	108	1928	0	4897
#4 Ferry St / SR 47 Ramps													
Base	0	112	129	7	375	0	0	0	0	434	0	2	1059
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	112	129	7	375	0	0	0	0	434	0	2	1059
#5 Anaheim St / Henry Ford Ave													
Base	71	66	40	89	249	27	62	800	295	49	839	114	2701
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	71	66	40	89	249	27	62	800	295	49	839	114	2701
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	117	115	70	199	415	34	46	1	132	17	3	21	1170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	115	70	199	415	34	46	1	132	17	3	21	1170
#7 Alameda Street / Henry Ford Avenue													
Base	1	415	7	6	472	0	66	1	4	2	2	11	987
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	415	7	6	472	0	66	1	4	2	2	11	987
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	195	0	244	247	857	0	0	849	159	2551
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	195	0	244	247	857	0	0	849	159	2551
#9 Alameda St / PCH Ramp (O St)													
Base	0	352	104	354	660	0	0	0	0	130	0	273	1873
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	352	104	354	660	0	0	0	0	130	0	273	1873

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	27	6	201	37	155	139	467	3	8	528	208	1784
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	27	6	201	37	155	139	467	3	8	528	208	1784
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	569	66	347	976	0	0	0	0	77	0	331	2366
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	569	66	347	976	0	0	0	0	77	0	331	2366
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	2	0	1	3	657	0	0	766	0	1429
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	1	3	657	0	0	766	0	1429
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	138	31	144	3	20	5	31	442	320	283	655	11	2083
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	31	144	3	20	5	31	442	320	283	655	11	2083
#14 Ferry St / Terminal Way													
Base	51	36	0	0	142	584	145	0	24	0	0	0	982
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	36	0	0	142	584	145	0	24	0	0	0	982
#15 Navy Way / Reeves Ave													
Base	16	60	8	85	272	232	443	4	15	1	4	18	1158
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	60	8	85	272	232	443	4	15	1	4	18	1158
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 5
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 5
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Veh	V/C	Future LOS	Veh	V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.257	A	xxxxx	0.257	+ 0.000
# 3 Seaside Ave / Navy Way	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.285	A	xxxxx	0.285	+ 0.000
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.360	A	xxxxx	0.360	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.216	A	xxxxx	0.216	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000
# 15 Navy Way / Reeves Ave	A	xxxxx	0.360	A	xxxxx	0.360	+ 0.000

APL
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AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	6	426	0	0	168	847	0	0	0	4	294	98
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:	6	426	0	0	168	847	0	0	0	4	294	98
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:	6	426	0	0	168	847	0	0	0	4	294	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	426	0	0	168	847	0	0	0	4	294	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	426	0	0	168	847	0	0	0	4	294	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	426	0	0	168	847	0	0	0	4	294	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.05	0.29	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

APL
2027 Alt 5
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.257
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	1	0	78	0	0	382	266	0	0	0	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:	0	1	0	78	0	0	382	266	0	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:	0	1	0	78	0	0	382	266	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:	0	1	0	78	0	0	382	266	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	78	0	0	382	266	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
FinalVolume:	0	1	0	78	0	0	382	266	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.13	0.08	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

APL
2027 Alt 5
AM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

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

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	110	0	364	0	0	0	0	1847	540	108	1928	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:	110	0	364	0	0	0	0	1847	540	108	1928	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:	110	0	364	0	0	0	0	1847	540	108	1928	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:	110	0	0	0	0	0	0	1847	540	108	1928	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	0	0	0	0	0	1847	540	108	1928	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
FinalVolume:	110	0	0	0	0	0	0	1847	540	108	1928	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:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.38	0.04	0.45	0.00
Crit Volume:	55			0			616			54		
Crit Moves:	****						****			****		

APL
2027 Alt 5
AM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.285
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	112	129	7	375	0	0	0	0	434	0	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:	0	112	129	7	375	0	0	0	0	434	0	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:	0	112	129	7	375	0	0	0	0	434	0	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:	0	112	129	7	375	0	0	0	0	434	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	112	129	7	375	0	0	0	0	434	0	2
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
FinalVolume:	0	112	129	7	375	0	0	0	0	434	0	2
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	2837	0	13
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.09	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Volume:	0			188					0	218		
Crit Moves:	****			****						****		

APL
2027 Alt 5
AM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	71	66	40	89	249	27	62	800	295	49	839	114
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:	71	66	40	89	249	27	62	800	295	49	839	114
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:	71	66	40	89	249	27	62	800	295	49	839	114
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:	71	66	40	89	249	27	62	800	0	49	839	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	66	40	89	249	27	62	800	0	49	839	114
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	71	66	40	89	249	27	62	800	0	49	839	114
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:	1.55	1.45	1.00	1.00	2.71	0.29	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2216	2059	1425	1425	3857	418	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.06	0.06	0.06	0.04	0.28	0.00	0.03	0.29	0.08
Crit Volume:		46				92	62				420	
Crit Moves:	****					****	****				****	

APL
2027 Alt 5
AM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

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:	36	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	117	115	70	199	415	34	46	1	132	17	3	21
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:	117	115	70	199	415	34	46	1	132	17	3	21
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:	117	115	70	199	415	34	46	1	132	17	3	21
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:	117	115	0	199	415	34	46	1	132	17	3	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	115	0	199	415	34	46	1	132	17	3	21
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
FinalVolume:	117	115	0	199	415	34	46	1	132	17	3	21
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	2.00	1.00	2.00	1.85	0.15	1.00	0.01	0.99	0.85	0.15	1.00
Final Sat.:	1375	2750	1375	2750	2542	208	1375	10	1365	1169	206	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.00	0.07	0.16	0.16	0.03	0.10	0.10	0.01	0.01	0.02
Crit Volume:	117					225			133		20	
Crit Moves:	****					****			****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.216
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	415	7	6	472	0	66	1	4	2	2	11
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:	1	415	7	6	472	0	66	1	4	2	2	11
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:	1	415	7	6	472	0	66	1	4	2	2	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	415	7	6	472	0	66	1	4	2	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	415	7	6	472	0	66	1	4	2	2	11
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	415	7	12	472	0	66	1	4	2	2	11
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:	0.01	1.99	1.00	0.05	1.95	0.00	1.00	0.20	0.80	0.13	0.13	0.74
Final Sat.:	14	2986	1500	76	2924	0	1500	300	1200	200	200	1100
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.00	0.08	0.16	0.00	0.04	0.00	0.00	0.01	0.01	0.01
Crit Volume:	1				242		66				15	
Crit Moves:	****				****		****				****	

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0 0	1	0	2 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	195	0	244	247	857	0	0	849	159
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	0	0	195	0	244	247	857	0	0	849	159
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	0	0	195	0	244	247	857	0	0	849	159
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	195	0	244	247	857	0	0	849	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	244	247	857	0	0	849	159
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
FinalVolume:	0	0	0	195	0	244	247	857	0	0	849	159
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3601	674
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.17	0.17	0.30	0.00	0.00	0.24	0.24
Crit Volume:	0			195			247				336	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	352	104	354	660	0	0	0	0	130	0	273
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	352	104	354	660	0	0	0	0	130	0	273
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	352	104	354	660	0	0	0	0	130	0	273
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	352	104	354	660	0	0	0	0	130	0	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	352	104	354	660	0	0	0	0	130	0	273
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
FinalVolume:	0	352	104	354	660	0	0	0	0	130	0	273
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	2.32	0.68	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3300	975	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.25	0.15	0.00	0.00	0.00	0.00	0.09	0.00	0.19
Crit Volume:		152		354				0		130		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	27	6	201	37	155	139	467	3	8	528	208
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:	5	27	6	201	37	155	139	467	3	8	528	208
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:	5	27	6	201	37	155	139	467	3	8	528	208
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:	5	27	6	201	37	155	139	467	3	8	528	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	27	6	201	37	155	139	467	3	8	528	208
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
FinalVolume:	5	27	6	201	37	155	139	467	3	8	528	208
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.42	0.32	1.69	0.31	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	421	2274	505	2703	497	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.07	0.07	0.10	0.09	0.15	0.00	0.01	0.33	0.13
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	569	66	347	976	0	0	0	0	77	0	331
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	569	66	347	976	0	0	0	0	77	0	331
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	569	66	347	976	0	0	0	0	77	0	331
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:	0	569	66	347	976	0	0	0	0	77	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	569	66	347	976	0	0	0	0	77	0	331
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	569	66	347	976	0	0	0	0	77	0	331
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.69	0.31	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4301	499	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.20	0.00	0.00	0.00	0.00	0.05	0.00	0.10
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1! 0	0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	657	0	0	766	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:	0	0	0	2	0	1	3	657	0	0	766	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:	0	0	0	2	0	1	3	657	0	0	766	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:	0	0	0	2	0	1	3	657	0	0	766	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	1	3	657	0	0	766	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
FinalVolume:	0	0	0	2	0	1	3	657	0	0	766	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.67	0.00	0.33	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	853	0	427	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.30	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	138	31	144	3	20	5	31	442	320	283	655	11
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:	138	31	144	3	20	5	31	442	320	283	655	11
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:	138	31	144	3	20	5	31	442	320	283	655	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:	138	31	144	3	20	5	31	442	320	283	655	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	31	144	3	20	5	31	442	320	283	655	11
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
FinalVolume:	138	31	144	3	20	5	31	442	320	283	655	11
OvlAdjVol:			0						235			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.63	0.37	2.00	0.11	0.71	0.18	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	2613	587	2880	171	1143	286	1600	3200	1600	2880	3147	53
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.02	0.02	0.02	0.02	0.14	0.20	0.10	0.21	0.21
OvlAdjV/S:			0.00						0.15			
Crit Moves:	****			****					****	****		

APL
2027 Alt 5
AM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	51	36	0	0	142	584	145	0	24	0	0	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:	51	36	0	0	142	584	145	0	24	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:	51	36	0	0	142	584	145	0	24	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	51	36	0	0	142	584	145	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	36	0	0	142	584	145	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	51	36	0	0	142	584	145	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.00	0.00	0.10	0.41	0.05	0.00	0.00	0.00	0.00	0.00
Crit Volume:	51					584	0				0	
Crit Moves:	****					****	****					

APL
2027 Alt 5
AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

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:	36	Level Of Service:	A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0	1 1 0	2	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	16	60	8	85	272	232	443	4	15	1	4	18
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:	16	60	8	85	272	232	443	4	15	1	4	18
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:	16	60	8	85	272	232	443	4	15	1	4	18
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:	16	60	8	85	272	232	443	4	15	1	4	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	60	8	85	272	232	443	4	15	1	4	18
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
FinalVolume:	16	60	8	85	272	232	443	4	15	1	4	18
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	2.65	0.35	1.00	1.08	0.92	2.00	0.21	0.79	0.20	0.80	1.00
Final Sat.:	1375	3640	485	1375	1484	1266	2750	289	1086	275	1100	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.18	0.18	0.16	0.01	0.01	0.00	0.00	0.01
Crit Volume:	16			252			222			5		
Crit Moves:	****			****			****			****		

APL
2027 Alt 5
MD Peak Hour

Scenario Report

Scenario:	2027 Red Proj - No Space Assign MD
Command:	2027 Reduced Proj-No Space Assignment MD
Volume:	2027 Reduced Proj-No Space Assignment MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2027 Alt 5
MD Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	4	713	0	0	134	556	0	0	0	6	239	149	1801
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	713	0	0	134	556	0	0	0	6	239	149	1801
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	0	136	4	0	713	288	0	0	0	0	1147
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	136	4	0	713	288	0	0	0	0	1147
#3 Seaside Ave / Navy Way													
Base	328	0	780	0	0	0	0	1164	255	39	1265	0	3831
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	328	0	780	0	0	0	0	1164	255	39	1265	0	3831
#4 Ferry St / SR 47 Ramps													
Base	0	149	223	6	272	0	0	0	0	168	0	5	823
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	149	223	6	272	0	0	0	0	168	0	5	823
#5 Anaheim St / Henry Ford Ave													
Base	205	248	116	176	345	67	91	877	210	104	802	156	3397
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	205	248	116	176	345	67	91	877	210	104	802	156	3397
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	97	12	30	81	15	203	33	141	74	238	202	1126
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	97	12	30	81	15	203	33	141	74	238	202	1126
#7 Alameda Street / Henry Ford Avenue													
Base	1	587	33	6	416	0	98	4	3	1	5	21	1175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	587	33	6	416	0	98	4	3	1	5	21	1175
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	122	0	131	206	866	0	0	750	149	2224
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	122	0	131	206	866	0	0	750	149	2224
#9 Alameda St / PCH Ramp (O St)													
Base	0	684	148	240	646	0	0	0	0	116	0	292	2126
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	684	148	240	646	0	0	0	0	116	0	292	2126

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	8	27	13	139	32	119	169	481	8	9	358	197	1560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	27	13	139	32	119	169	481	8	9	358	197	1560
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	797	105	165	664	0	0	0	0	98	0	312	2141
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	797	105	165	664	0	0	0	0	98	0	312	2141
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	1	0	3	1	784	0	0	708	0	1497
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	3	1	784	0	0	708	0	1497
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	496	7	211	1	27	6	19	575	374	169	301	10	2196
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	496	7	211	1	27	6	19	575	374	169	301	10	2196
#14 Ferry St / Terminal Way													
Base	38	52	0	0	52	398	319	0	53	0	0	0	912
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	52	0	0	52	398	319	0	53	0	0	0	912
#15 Navy Way / Reeves Ave													
Base	16	380	1	19	124	141	677	1	10	1	2	51	1423
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	380	1	19	124	141	677	1	10	1	2	51	1423
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 5
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2027 Alt 5
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 5
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 5
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 5
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.411	A	xxxxx	0.411	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.169	A	xxxxx	0.169	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.421	A	xxxxx	0.421	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.284	A	xxxxx	0.284	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.306	A	xxxxx	0.306	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.384	A	xxxxx	0.384	+ 0.000 V/C

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	4	713	0	0	134	556	0	0	0	6	239	149
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:	4	713	0	0	134	556	0	0	0	6	239	149
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:	4	713	0	0	134	556	0	0	0	6	239	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	4	713	0	0	134	556	0	0	0	6	239	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	713	0	0	134	556	0	0	0	6	239	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	4	713	0	0	134	556	0	0	0	6	239	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.04	0.19	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:		****		****							****	

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	6	0	136	4	0	713	288	0	0	0	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:	0	6	0	136	4	0	713	288	0	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:	0	6	0	136	4	0	713	288	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:	0	6	0	136	4	0	713	288	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	0	136	4	0	713	288	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
FinalVolume:	0	6	0	136	4	0	713	288	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.94	0.06	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3109	91	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.00	0.25	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****		****					

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MD Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

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:	59	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	1	0	3	0	1	2	0	3	0	0
Volume Module:																				
Base Vol:	328	0	780	0	0	0	0	1164	255	39	1265	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:	328	0	780	0	0	0	0	1164	255	39	1265	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:	328	0	780	0	0	0	0	1164	255	39	1265	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:	328	0	0	0	0	0	0	1164	255	39	1265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	0	0	0	0	0	0	1164	255	39	1265	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
FinalVolume:	328	0	0	0	0	0	0	1164	255	39	1265	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:	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.18	0.01	0.30	0.00
Crit Volume:	164			0			388			422		
Crit Moves:	****									****		

APL
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MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.169
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit			Prot+Permit			Protected			Protected					
Rights:	Ovl			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	149	223	6	272	0	0	0	0	168	0	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:	0	149	223	6	272	0	0	0	0	168	0	5
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	149	223	6	272	0	0	0	0	168	0	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:	0	149	223	6	272	0	0	0	0	168	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	149	223	6	272	0	0	0	0	168	0	5
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
FinalVolume:	0	149	223	6	272	0	0	0	0	168	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06			
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2768	0	82			
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.10	0.16	0.00	0.10	0.00	0.00	0.00	0.00	0.06	0.00	0.06			
Crit Volume:		149			6					0	86				
Crit Moves:		****			****						****				

APL
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MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

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

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	205	248	116	176	345	67	91	877	210	104	802	156
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:	205	248	116	176	345	67	91	877	210	104	802	156
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:	205	248	116	176	345	67	91	877	210	104	802	156
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:	205	248	116	176	345	67	91	877	0	104	802	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	248	116	176	345	67	91	877	0	104	802	156
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	248	116	176	345	67	91	877	0	104	802	156
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:	1.36	1.64	1.00	1.00	2.51	0.49	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1935	2340	1425	1425	3580	695	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.08	0.12	0.10	0.10	0.06	0.31	0.00	0.07	0.28	0.11
Crit Volume:		151		176				439		104		
Crit Moves:		****		****				****		****		

APL
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MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	97	12	30	81	15	203	33	141	74	238	202
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	97	12	30	81	15	203	33	141	74	238	202
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	97	12	30	81	15	203	33	141	74	238	202
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:	0	97	0	30	81	15	203	33	141	74	238	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	97	0	30	81	15	203	33	141	74	238	202
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
FinalVolume:	0	97	0	30	81	15	203	33	141	74	238	202
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	2.00	1.00	2.00	1.69	0.31	1.00	0.19	0.81	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	2320	430	1375	261	1114	326	1049	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.01	0.03	0.03	0.15	0.13	0.13	0.23	0.23	0.15
Crit Volume:		48		15			203			312		
Crit Moves:		****		****			****			****		

APL
2027 Alt 5
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.284
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	1	587	33	6	416	0	98	4	3	1	5	21
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:	1	587	33	6	416	0	98	4	3	1	5	21
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:	1	587	33	6	416	0	98	4	3	1	5	21
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	587	33	6	416	0	98	4	3	1	5	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	587	33	6	416	0	98	4	3	1	5	21
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	587	33	12	416	0	98	4	3	1	5	21
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:	0.01	1.99	1.00	0.06	1.94	0.00	1.00	0.57	0.43	0.04	0.18	0.78
Final Sat.:	10	2990	1500	87	2913	0	1500	857	643	56	278	1167
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.02	0.07	0.14	0.00	0.07	0.00	0.00	0.02	0.02	0.02
Crit Volume:		295		6			98					27
Crit Moves:		****		****			****					****

APL
2027 Alt 5
MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	122	0	131	206	866	0	0	750	149
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	0	0	122	0	131	206	866	0	0	750	149
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	0	0	122	0	131	206	866	0	0	750	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	131	206	866	0	0	750	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	131	206	866	0	0	750	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	122	0	131	206	866	0	0	750	149
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3566	709
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.14	0.30	0.00	0.00	0.21	0.21
Crit Volume:		0		122			206					300
Crit Moves:				****			****					****

APL
2027 Alt 5
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	684	148	240	646	0	0	0	0	116	0	292
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	684	148	240	646	0	0	0	0	116	0	292
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	684	148	240	646	0	0	0	0	116	0	292
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	684	148	240	646	0	0	0	0	116	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	684	148	240	646	0	0	0	0	116	0	292
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
FinalVolume:	0	684	148	240	646	0	0	0	0	116	0	292
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3515	760	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.17	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.20
Crit Volume:			277	240					0	116		
Crit Moves:			****	****						****		

APL
2027 Alt 5
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	8	27	13	139	32	119	169	481	8	9	358	197
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:	8	27	13	139	32	119	169	481	8	9	358	197
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:	8	27	13	139	32	119	169	481	8	9	358	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:	8	27	13	139	32	119	169	481	8	9	358	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	27	13	139	32	119	169	481	8	9	358	197
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
FinalVolume:	8	27	13	139	32	119	169	481	8	9	358	197
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.33	1.13	0.54	1.63	0.37	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	533	1800	867	2601	599	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.05	0.05	0.07	0.11	0.15	0.01	0.01	0.22	0.12
Crit Moves:		****		****			****				****	

APL
2027 Alt 5
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	797	105	165	664	0	0	0	0	98	0	312
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	797	105	165	664	0	0	0	0	98	0	312
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	797	105	165	664	0	0	0	0	98	0	312
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:	0	797	105	165	664	0	0	0	0	98	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	797	105	165	664	0	0	0	0	98	0	312
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	797	105	165	664	0	0	0	0	98	0	312
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.65	0.35	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4241	559	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.10	0.14	0.00	0.00	0.00	0.00	0.06	0.00	0.10
Crit Moves:		****		****								****

APL
2027 Alt 5
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	1	0	3	1	784	0	0	708	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:	0	0	0	1	0	3	1	784	0	0	708	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:	0	0	0	1	0	3	1	784	0	0	708	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:	0	0	0	1	0	3	1	784	0	0	708	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	3	1	784	0	0	708	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
FinalVolume:	0	0	0	1	0	3	1	784	0	0	708	0
OvlAdjVol:						2						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.25	0.00	0.75	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	320	0	960	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.28	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

APL
2027 Alt 5
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0	1! 0	0	1 0	2 0	1	2 0	1 1 0
Volume Module:												
Base Vol:	496	7	211	1	27	6	19	575	374	169	301	10
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:	496	7	211	1	27	6	19	575	374	169	301	10
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:	496	7	211	1	27	6	19	575	374	169	301	10
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:	496	7	211	1	27	6	19	575	374	169	301	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	7	211	1	27	6	19	575	374	169	301	10
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
FinalVolume:	496	7	211	1	27	6	19	575	374	169	301	10
OvlAdjVol:			42						122			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.97 0.03		2.00	0.03 0.79		0.18	1.00 2.00		1.00	2.00 1.94		0.06
Final Sat.:	3155	45	2880	47 1271		282	1600 3200		1600	2880 3097		103
Capacity Analysis Module:												
Vol/Sat:	0.16 0.16		0.07	0.02 0.02		0.02	0.01 0.18		0.23	0.06 0.10		0.10
OvlAdjV/S:			0.01						0.08			
Crit Moves:	****			****				****		****		

APL
2027 Alt 5
MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0	1 0	1	0	1 0	2	0	0 0 1 0 0
Volume Module:												
Base Vol:	38	52	0	0	52	398	319	0	53	0	0	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:	38	52	0	0	52	398	319	0	53	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:	38	52	0	0	52	398	319	0	53	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	38	52	0	0	52	398	319	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	52	0	0	52	398	319	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	38	52	0	0	52	398	319	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		1.00	1.00 1.00		1.00	2.00 0.00		1.00	0.00 0.00		0.00
Final Sat.:	1425 2850		1425	1425 1425		1425	2850		0 1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03 0.02		0.00	0.00 0.04		0.28	0.11 0.00		0.00	0.00 0.00		0.00
Crit Volume:	38					398	0				0	
Crit Moves:	****					****	****					

APL
2027 Alt 5
MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	16	380		1	19	124		141	677		1	10	1		2	51
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:	16	380		1	19	124		141	677		1	10	1		2	51
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:	16	380		1	19	124		141	677		1	10	1		2	51
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:	16	380		1	19	124		141	677		1	10	1		2	51
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	16	380		1	19	124		141	677		1	10	1		2	51
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
FinalVolume:	16	380		1	19	124		141	677		1	10	1		2	51
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	2.99		0.01	1.00	1.00		1.00	2.00		0.09	0.91	0.33		0.67	1.00
Final Sat.:	1375	4114		11	1375	1375		1375	2750		125	1250	458		917	1375
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09		0.09	0.01	0.09		0.10	0.25		0.01	0.01	0.00		0.00	0.04
Crit Volume:	16							141	339							51
Crit Moves:	****							****	****							****

APL
2027 Alt 5
PM Peak Hour

Scenario Report

Scenario:	2027 Red Proj - No Space Assign PM
Command:	2027 Reduced Proj-No Space Assignment PM
Volume:	2027 Reduced Proj-No Space Assignment PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2027 Alt 5
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	796	0	0	136	750	0	0	0	14	288	163	2157
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	796	0	0	136	750	0	0	0	14	288	163	2157
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	4	111	1	0	660	281	0	0	0	0	1063
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	4	111	1	0	660	281	0	0	0	0	1063
#3 Seaside Ave / Navy Way													
Base	366	0	527	0	0	0	0	2167	318	27	2000	0	5405
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	366	0	527	0	0	0	0	2167	318	27	2000	0	5405
#4 Ferry St / SR 47 Ramps													
Base	0	425	404	4	256	0	0	0	0	182	0	5	1276
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	425	404	4	256	0	0	0	0	182	0	5	1276
#5 Anaheim St / Henry Ford Ave													
Base	274	306	204	185	247	43	99	1169	238	70	876	171	3882
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	274	306	204	185	247	43	99	1169	238	70	876	171	3882
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	347	35	107	398	50	70	2	13	90	0	355	1477
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	347	35	107	398	50	70	2	13	90	0	355	1477
#7 Alameda Street / Henry Ford Avenue													
Base	2	647	21	5	246	0	130	1	7	19	5	30	1113
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	647	21	5	246	0	130	1	7	19	5	30	1113
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	189	0	322	265	1178	0	0	986	178	3118
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	189	0	322	265	1178	0	0	986	178	3118
#9 Alameda St / PCH Ramp (O St)													
Base	0	654	211	305	802	0	0	0	0	106	0	373	2451
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	654	211	305	802	0	0	0	0	106	0	373	2451

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	6	40	22	169	18	150	219	662	1	1	449	303	2040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	40	22	169	18	150	219	662	1	1	449	303	2040
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1065	56	220	561	0	0	0	0	69	0	568	2539
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1065	56	220	561	0	0	0	0	69	0	568	2539
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	1	1	877	0	0	853	1	1733
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	877	0	0	853	1	1733
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	406	3	360	9	2	9	2	892	314	155	342	1	2495
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	406	3	360	9	2	9	2	892	314	155	342	1	2495
#14 Ferry St / Terminal Way													
Base	45	88	0	0	49	318	609	0	113	0	0	0	1222
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	45	88	0	0	49	318	609	0	113	0	0	0	1222
#15 Navy Way / Reeves Ave													
Base	19	526	1	16	122	127	710	0	8	2	2	75	1608
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	526	1	16	122	127	710	0	8	2	2	75	1608
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 5
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 5
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 5
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 5
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 5
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Veh	V/C	Future LOS	Veh	V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.367	A	xxxxx	0.367	+ 0.000
# 3 Seaside Ave / Navy Way	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.367	A	xxxxx	0.367	+ 0.000
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.280	A	xxxxx	0.280	+ 0.000
# 15 Navy Way / Reeves Ave	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000

APL
2027 Alt 5
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	796	0	0	136	750	0	0	0	14	288	163
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:	10	796	0	0	136	750	0	0	0	14	288	163
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:	10	796	0	0	136	750	0	0	0	14	288	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	796	0	0	136	750	0	0	0	14	288	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	796	0	0	136	750	0	0	0	14	288	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	796	0	0	136	750	0	0	0	14	288	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.00	0.00	0.04	0.26	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

APL
2027 Alt 5
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	6	4	111	1	0	660	281	0	0	0	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:	0	6	4	111	1	0	660	281	0	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:	0	6	4	111	1	0	660	281	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:	0	6	4	111	1	0	660	281	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	4	111	1	0	660	281	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
FinalVolume:	0	6	4	111	1	0	660	281	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3171	29	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.03	0.00	0.23	0.09	0.00	0.00	0.00	0.00
Crit Moves:				****	****			****				

APL
2027 Alt 5
PM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	1	0	1	2	0	3	0	0
Volume Module:												
Base Vol:	366	0	527	0	0	0	0	2167	318	27	2000	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:	366	0	527	0	0	0	0	2167	318	27	2000	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:	366	0	527	0	0	0	0	2167	318	27	2000	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:	366	0	0	0	0	0	0	2167	318	27	2000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	0	0	0	0	0	0	2167	318	27	2000	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
FinalVolume:	366	0	0	0	0	0	0	2167	318	27	2000	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:	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.22	0.01	0.47	0.00
Crit Volume:	183			0			722			14		
Crit Moves:	****						****			****		

APL
2027 Alt 5
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

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

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit			Prot+Permit			Protected			Protected					
Rights:	Ovl			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	425	404	4	256	0	0	0	0	182	0	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:	0	425	404	4	256	0	0	0	0	182	0	5			
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	425	404	4	256	0	0	0	0	182	0	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:	0	425	404	4	256	0	0	0	0	182	0	5			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	425	404	4	256	0	0	0	0	182	0	5			
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			
FinalVolume:	0	425	404	4	256	0	0	0	0	182	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.95	0.00	0.05			
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2774	0	76			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.30	0.28	0.00	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.07			
Crit Volume:		425		4			0			94					
Crit Moves:		****		****						****					

APL
2027 Alt 5
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	274	306	204	185	247	43	99	1169	238	70	876	171
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:	274	306	204	185	247	43	99	1169	238	70	876	171
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:	274	306	204	185	247	43	99	1169	238	70	876	171
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:	274	306	204	185	247	43	99	1169	0	70	876	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	306	204	185	247	43	99	1169	0	70	876	171
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	274	306	204	185	247	43	99	1169	0	70	876	171
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:	1.42	1.58	1.00	1.00	2.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2020	2255	1425	1425	3641	634	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.07	0.07	0.07	0.41	0.00	0.05	0.31	0.12
Crit Volume:			204	185				585		70		
Crit Moves:			****	****				****		****		

APL
2027 Alt 5
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	347	35	107	398	50	70	2	13	90	0	355
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:	10	347	35	107	398	50	70	2	13	90	0	355
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:	10	347	35	107	398	50	70	2	13	90	0	355
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:	10	347	0	107	398	50	70	2	13	90	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	347	0	107	398	50	70	2	13	90	0	355
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
FinalVolume:	10	347	0	107	398	50	70	2	13	90	0	355
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	2.00	1.00	2.00	1.78	0.22	1.00	0.13	0.87	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2443	307	1375	183	1192	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.04	0.16	0.16	0.05	0.01	0.01	0.07	0.00	0.26
Crit Volume:	10					224	70					355
Crit Moves:	****					****	****					****

APL
2027 Alt 5
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0 0	1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	2	647	21	5	246	0	130	1	7	19	5	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:	2	647	21	5	246	0	130	1	7	19	5	30
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:	2	647	21	5	246	0	130	1	7	19	5	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:	2	647	21	5	246	0	130	1	7	19	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	647	21	5	246	0	130	1	7	19	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	2	647	21	20	246	0	130	1	7	19	5	30
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:	0.01	1.99	1.00	0.17	1.83	0.00	1.00	0.12	0.88	0.35	0.09	0.56
Final Sat.:	9	2991	1500	254	2746	0	1500	188	1313	528	139	833
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.01	0.02	0.09	0.00	0.09	0.01	0.01	0.04	0.04	0.04
Crit Volume:		324		5			130					54
Crit Moves:		****		****			****					****

APL
2027 Alt 5
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

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: 56 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	189	0	322	265	1178	0	0	986	178
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	0	0	189	0	322	265	1178	0	0	986	178
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	0	0	189	0	322	265	1178	0	0	986	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:	0	0	0	189	0	322	265	1178	0	0	986	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	322	265	1178	0	0	986	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
FinalVolume:	0	0	0	189	0	322	265	1178	0	0	986	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3621	654
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.23	0.19	0.41	0.00	0.00	0.27	0.27
Crit Volume:		0		189			265					388
Crit Moves:				****			****					****

APL
2027 Alt 5
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	654	211	305	802	0	0	0	0	106	0	373
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	654	211	305	802	0	0	0	0	106	0	373
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	654	211	305	802	0	0	0	0	106	0	373
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	654	211	305	802	0	0	0	0	106	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	654	211	305	802	0	0	0	0	106	0	373
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
FinalVolume:	0	654	211	305	802	0	0	0	0	106	0	373
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	2.27	0.73	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3232	1043	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.21	0.19	0.00	0.00	0.00	0.00	0.07	0.00	0.26
Crit Volume:		288		305				0		106		
Crit Moves:		****		****						****		

APL
2027 Alt 5
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	6	40	22	169	18	150	219	662	1	1	449	303
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:	6	40	22	169	18	150	219	662	1	1	449	303
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:	6	40	22	169	18	150	219	662	1	1	449	303
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:	6	40	22	169	18	150	219	662	1	1	449	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	40	22	169	18	150	219	662	1	1	449	303
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
FinalVolume:	6	40	22	169	18	150	219	662	1	1	449	303
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.18	1.17	0.65	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	282	1882	1035	2892	308	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.21	0.00	0.00	0.28	0.19
Crit Moves:		****		****			****				****	

APL
2027 Alt 5
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1065	56	220	561	0	0	0	0	69	0	568
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	1065	56	220	561	0	0	0	0	69	0	568
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	1065	56	220	561	0	0	0	0	69	0	568
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:	0	1065	56	220	561	0	0	0	0	69	0	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1065	56	220	561	0	0	0	0	69	0	568
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1065	56	220	561	0	0	0	0	69	0	568
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.85	0.15	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4560	240	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.14	0.12	0.00	0.00	0.00	0.00	0.04	0.00	0.18
Crit Moves:		****		****								****

APL
2027 Alt 5
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	1	1	877	0	0	853	1
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	0	0	0	0	1	1	877	0	0	853	1
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	0	0	0	0	1	1	877	0	0	853	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	1	1	877	0	0	853	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	1	1	877	0	0	853	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	1	1	877	0	0	853	1
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.33	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

APL
2027 Alt 5
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	406	3	360	9	2	9	2	892	314	155	342	1
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:	406	3	360	9	2	9	2	892	314	155	342	1
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:	406	3	360	9	2	9	2	892	314	155	342	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	3	360	9	2	9	2	892	314	155	342	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	3	360	9	2	9	2	892	314	155	342	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	406	3	360	9	2	9	2	892	314	155	342	1
OvlAdjVol:			205						109			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.99	0.01	2.00	0.45	0.10	0.45	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	3177	23	2880	720	160	720	1600	3200	1600	2880	3191	9
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.01	0.01	0.01	0.00	0.28	0.20	0.05	0.11	0.11
OvlAdjV/S:			0.07						0.07			
Crit Moves:	****			****			****		****			

APL
2027 Alt 5
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.280
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	45	88	0	0	49	318	609	0	113	0	0	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:	45	88	0	0	49	318	609	0	113	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:	45	88	0	0	49	318	609	0	113	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	45	88	0	0	49	318	609	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	88	0	0	49	318	609	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	45	88	0	0	49	318	609	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.03	0.22	0.21	0.00	0.00	0.00	0.00	0.00
Crit Volume:	45				49		305				0	
Crit Moves:	****				****		****					

APL
2027 Alt 5
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	1	1 0	2 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	19	526	1	16	122	127	710	0	8	2	2	75
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	526	1	16	122	127	710	0	8	2	2	75
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	526	1	16	122	127	710	0	8	2	2	75
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	526	1	16	122	127	710	0	8	2	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	526	1	16	122	127	710	0	8	2	2	75
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
FinalVolume:	19	526	1	16	122	127	710	0	8	2	2	75
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	2.99	0.01	1.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00
Final Sat.:	1375	4117	8	1375	1375	1375	2750	0	1375	688	688	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.01	0.09	0.09	0.26	0.00	0.01	0.00	0.00	0.05
Crit Volume:			176	0			355					75
Crit Moves:			****	****			****					****

APL
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Scenario Report

Scenario:	2027 Prop Proj AM
Command:	2027 Proposed Project AM Peak
Volume:	2027 Proposed Project AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	6	424	0	0	168	849	0	0	0	4	294	98	1843
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	424	0	0	168	849	0	0	0	4	294	98	1843
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	1	0	78	0	0	380	266	0	0	0	0	725
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	78	0	0	380	266	0	0	0	0	725
#3 Seaside Ave / Navy Way													
Base	108	0	359	0	0	0	0	1847	541	108	1928	0	4891
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	108	0	359	0	0	0	0	1847	541	108	1928	0	4891
#4 Ferry St / SR 47 Ramps													
Base	0	110	129	7	375	0	0	0	0	435	0	2	1058
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	110	129	7	375	0	0	0	0	435	0	2	1058
#5 Anaheim St / Henry Ford Ave													
Base	70	65	40	89	249	27	62	800	295	49	839	114	2699
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	65	40	89	249	27	62	800	295	49	839	114	2699
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	117	114	70	199	416	34	46	1	132	17	3	21	1170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	114	70	199	416	34	46	1	132	17	3	21	1170
#7 Alameda Street / Henry Ford Avenue													
Base	1	414	7	6	472	0	66	1	4	2	2	11	986
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	414	7	6	472	0	66	1	4	2	2	11	986
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	195	0	244	247	857	0	0	849	159	2551
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	195	0	244	247	857	0	0	849	159	2551
#9 Alameda St / PCH Ramp (O St)													
Base	0	352	104	354	660	0	0	0	0	130	0	273	1873
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	352	104	354	660	0	0	0	0	130	0	273	1873

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	27	6	201	37	155	139	467	3	8	528	208	1784
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	27	6	201	37	155	139	467	3	8	528	208	1784
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	568	66	347	976	0	0	0	0	77	0	331	2365
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	568	66	347	976	0	0	0	0	77	0	331	2365
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	2	0	1	3	657	0	0	766	0	1429
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	1	3	657	0	0	766	0	1429
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	138	31	144	3	20	5	31	442	320	284	655	11	2084
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	31	144	3	20	5	31	442	320	284	655	11	2084
#14 Ferry St / Terminal Way													
Base	51	34	0	0	143	584	145	0	24	0	0	0	981
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	34	0	0	143	584	145	0	24	0	0	0	981
#15 Navy Way / Reeves Ave													
Base	16	60	8	85	272	233	436	4	15	1	4	18	1152
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	60	8	85	272	233	436	4	15	1	4	18	1152
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Veh	Del/ C	V/	Future LOS	Veh	Del/ C	V/	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx		0.540	A	xxxxx		0.540	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx		0.257	A	xxxxx		0.257	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx		0.508	A	xxxxx		0.508	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx		0.285	A	xxxxx		0.285	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	A	xxxxx		0.434	A	xxxxx		0.434	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx		0.360	A	xxxxx		0.360	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx		0.216	A	xxxxx		0.216	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx		0.546	A	xxxxx		0.546	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx		0.446	A	xxxxx		0.446	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx		0.683	B	xxxxx		0.683	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx		0.602	B	xxxxx		0.602	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx		0.422	A	xxxxx		0.422	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx		0.496	A	xxxxx		0.496	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx		0.446	A	xxxxx		0.446	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx		0.357	A	xxxxx		0.357	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	6	424	0	0	168	849	0	0	0	4	294	98
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:	6	424	0	0	168	849	0	0	0	4	294	98
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:	6	424	0	0	168	849	0	0	0	4	294	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	424	0	0	168	849	0	0	0	4	294	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	424	0	0	168	849	0	0	0	4	294	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	424	0	0	168	849	0	0	0	4	294	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.05	0.29	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.257
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	1	0	78	0	0	380	266	0	0	0	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:	0	1	0	78	0	0	380	266	0	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:	0	1	0	78	0	0	380	266	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:	0	1	0	78	0	0	380	266	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	78	0	0	380	266	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
FinalVolume:	0	1	0	78	0	0	380	266	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.13	0.08	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	108	0	359	0	0	0	0	1847	541	108	1928	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:	108	0	359	0	0	0	0	1847	541	108	1928	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:	108	0	359	0	0	0	0	1847	541	108	1928	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:	108	0	0	0	0	0	0	1847	541	108	1928	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	0	0	0	0	0	0	1847	541	108	1928	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
FinalVolume:	108	0	0	0	0	0	0	1847	541	108	1928	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:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.38	0.04	0.45	0.00
Crit Volume:	54			0				616		54		
Crit Moves:	****							****		****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	110	129	7	375	0	0	0	0	435	0	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:	0	110	129	7	375	0	0	0	0	435	0	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:	0	110	129	7	375	0	0	0	0	435	0	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:	0	110	129	7	375	0	0	0	0	435	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	110	129	7	375	0	0	0	0	435	0	2
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
FinalVolume:	0	110	129	7	375	0	0	0	0	435	0	2
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	2837	0	13
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.09	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Volume:	0			188				0		219		
Crit Moves:	****			****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	70	65	40	89	249	27	62	800	295	49	839	114
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	65	40	89	249	27	62	800	295	49	839	114
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:	70	65	40	89	249	27	62	800	295	49	839	114
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:	70	65	40	89	249	27	62	800	0	49	839	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	65	40	89	249	27	62	800	0	49	839	114
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	70	65	40	89	249	27	62	800	0	49	839	114
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:	1.56	1.44	1.00	1.00	2.71	0.29	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2217	2058	1425	1425	3857	418	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.06	0.06	0.06	0.04	0.28	0.00	0.03	0.29	0.08
Crit Volume:		45				92	62				420	
Crit Moves:	****					****	****				****	

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

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:	36	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	117	114	70	199	416	34	46	1	132	17	3	21
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:	117	114	70	199	416	34	46	1	132	17	3	21
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:	117	114	70	199	416	34	46	1	132	17	3	21
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:	117	114	0	199	416	34	46	1	132	17	3	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	114	0	199	416	34	46	1	132	17	3	21
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
FinalVolume:	117	114	0	199	416	34	46	1	132	17	3	21
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	2.00	1.00	2.00	1.85	0.15	1.00	0.01	0.99	0.85	0.15	1.00
Final Sat.:	1375	2750	1375	2750	2542	208	1375	10	1365	1169	206	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.00	0.07	0.16	0.16	0.03	0.10	0.10	0.01	0.01	0.02
Crit Volume:	117				225				133		20	
Crit Moves:	****				****				****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.216
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0 1	0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	1	414	7	6	472	0	66	1	4	2	2	11
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:	1	414	7	6	472	0	66	1	4	2	2	11
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:	1	414	7	6	472	0	66	1	4	2	2	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	414	7	6	472	0	66	1	4	2	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	414	7	6	472	0	66	1	4	2	2	11
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	414	7	12	472	0	66	1	4	2	2	11
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:	0.01	1.99	1.00	0.05	1.95	0.00	1.00	0.20	0.80	0.13	0.13	0.74
Final Sat.:	14	2986	1500	76	2924	0	1500	300	1200	200	200	1100
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.00	0.08	0.16	0.00	0.04	0.00	0.00	0.01	0.01	0.01
Crit Volume:	1				242			66			15	
Crit Moves:	****				****			****			****	

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0 0	1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	195	0	244	247	857	0	0	849	159
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	0	0	195	0	244	247	857	0	0	849	159
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	0	0	195	0	244	247	857	0	0	849	159
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	195	0	244	247	857	0	0	849	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	244	247	857	0	0	849	159
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
FinalVolume:	0	0	0	195	0	244	247	857	0	0	849	159
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3601	674
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.17	0.17	0.30	0.00	0.00	0.24	0.24
Crit Volume:	0			195			247			336		
Crit Moves:				****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	352	104	354	660	0	0	0	0	130	0	273
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	352	104	354	660	0	0	0	0	130	0	273
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	352	104	354	660	0	0	0	0	130	0	273
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	352	104	354	660	0	0	0	0	130	0	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	352	104	354	660	0	0	0	0	130	0	273
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
FinalVolume:	0	352	104	354	660	0	0	0	0	130	0	273
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	2.32	0.68	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3300	975	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.25	0.15	0.00	0.00	0.00	0.00	0.09	0.00	0.19
Crit Volume:		152		354				0		130		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	27	6	201	37	155	139	467	3	8	528	208
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:	5	27	6	201	37	155	139	467	3	8	528	208
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:	5	27	6	201	37	155	139	467	3	8	528	208
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:	5	27	6	201	37	155	139	467	3	8	528	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	27	6	201	37	155	139	467	3	8	528	208
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
FinalVolume:	5	27	6	201	37	155	139	467	3	8	528	208
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.42	0.32	1.69	0.31	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	421	2274	505	2703	497	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.07	0.07	0.10	0.09	0.15	0.00	0.01	0.33	0.13
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	568	66	347	976	0	0	0	0	77	0	331
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	568	66	347	976	0	0	0	0	77	0	331
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	568	66	347	976	0	0	0	0	77	0	331
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:	0	568	66	347	976	0	0	0	0	77	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	568	66	347	976	0	0	0	0	77	0	331
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	568	66	347	976	0	0	0	0	77	0	331
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.69	0.31	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4300	500	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.20	0.00	0.00	0.00	0.00	0.05	0.00	0.10
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	657	0	0	766	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:	0	0	0	2	0	1	3	657	0	0	766	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:	0	0	0	2	0	1	3	657	0	0	766	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:	0	0	0	2	0	1	3	657	0	0	766	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	1	3	657	0	0	766	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
FinalVolume:	0	0	0	2	0	1	3	657	0	0	766	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.67	0.00	0.33	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	853	0	427	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.30	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	138	31	144	3	20	5	31	442	320	284	655	11
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:	138	31	144	3	20	5	31	442	320	284	655	11
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:	138	31	144	3	20	5	31	442	320	284	655	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:	138	31	144	3	20	5	31	442	320	284	655	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	31	144	3	20	5	31	442	320	284	655	11
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
FinalVolume:	138	31	144	3	20	5	31	442	320	284	655	11
OvlAdjVol:			0						235			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.63	0.37	2.00	0.11	0.71	0.18	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	2613	587	2880	171	1143	286	1600	3200	1600	2880	3147	53
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.02	0.02	0.02	0.02	0.14	0.20	0.10	0.21	0.21
OvlAdjV/S:			0.00						0.15			
Crit Moves:	****			****					****	****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	51	34	0	0	143	584	145	0	24	0	0	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:	51	34	0	0	143	584	145	0	24	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:	51	34	0	0	143	584	145	0	24	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	51	34	0	0	143	584	145	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	34	0	0	143	584	145	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	51	34	0	0	143	584	145	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.00	0.00	0.10	0.41	0.05	0.00	0.00	0.00	0.00	0.00
Crit Volume:	51					584	0				0	
Crit Moves:	****					****	****					

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AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	16	60	8		85	272	233		436	4	15		1	4	18	
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:	16	60	8		85	272	233		436	4	15		1	4	18	
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:	16	60	8		85	272	233		436	4	15		1	4	18	
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:	16	60	8		85	272	233		436	4	15		1	4	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	60	8		85	272	233		436	4	15		1	4	18	
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	
FinalVolume:	16	60	8		85	272	233		436	4	15		1	4	18	
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	2.65	0.35		1.00	1.08	0.92		2.00	0.21	0.79		0.20	0.80	1.00	
Final Sat.:	1375	3640	485		1375	1481	1269		2750	289	1086		275	1100	1375	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02		0.06	0.18	0.18		0.16	0.01	0.01		0.00	0.00	0.01	
Crit Volume:	16						253		218					5		
Crit Moves:	****						****		****					****		

APL
2027 Proposed Project/Alt 5
MD Peak Hour

Scenario Report

Scenario:	2027 Prop Proj MD
Command:	2027 Proposed Project MD Peak
Volume:	2027 Proposed Project MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2027 Proposed Project/Alt 5
MD Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	4	712	0	0	134	555	0	0	0	6	239	149	1799
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	712	0	0	134	555	0	0	0	6	239	149	1799
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	0	136	4	0	712	288	0	0	0	0	1146
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	136	4	0	712	288	0	0	0	0	1146
#3 Seaside Ave / Navy Way													
Base	327	0	778	0	0	0	0	1164	254	39	1265	0	3827
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	327	0	778	0	0	0	0	1164	254	39	1265	0	3827
#4 Ferry St / SR 47 Ramps													
Base	0	148	223	6	272	0	0	0	0	167	0	5	821
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	148	223	6	272	0	0	0	0	167	0	5	821
#5 Anaheim St / Henry Ford Ave													
Base	205	248	116	176	345	67	91	877	210	104	802	156	3397
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	205	248	116	176	345	67	91	877	210	104	802	156	3397
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	96	12	30	81	15	203	33	141	74	238	202	1125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	96	12	30	81	15	203	33	141	74	238	202	1125
#7 Alameda Street / Henry Ford Avenue													
Base	1	587	33	6	416	0	98	4	3	1	5	21	1175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	587	33	6	416	0	98	4	3	1	5	21	1175
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	122	0	131	206	866	0	0	750	149	2224
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	122	0	131	206	866	0	0	750	149	2224
#9 Alameda St / PCH Ramp (O St)													
Base	0	684	148	240	645	0	0	0	0	116	0	292	2125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	684	148	240	645	0	0	0	0	116	0	292	2125

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	8	27	13	139	32	119	169	481	8	9	358	197	1560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	27	13	139	32	119	169	481	8	9	358	197	1560
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	797	105	165	664	0	0	0	0	98	0	312	2141
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	797	105	165	664	0	0	0	0	98	0	312	2141
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	1	0	3	1	784	0	0	708	0	1497
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	3	1	784	0	0	708	0	1497
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	496	7	210	1	27	6	19	575	374	169	301	10	2195
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	496	7	210	1	27	6	19	575	374	169	301	10	2195
#14 Ferry St / Terminal Way													
Base	38	51	0	0	51	398	319	0	53	0	0	0	910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	51	0	0	51	398	319	0	53	0	0	0	910
#15 Navy Way / Reeves Ave													
Base	16	380	1	19	124	140	674	1	10	1	2	51	1419
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	380	1	19	124	140	674	1	10	1	2	51	1419
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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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
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.411	A	xxxxx	0.411	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.168	A	xxxxx	0.168	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.420	A	xxxxx	0.420	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.284	A	xxxxx	0.284	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.306	A	xxxxx	0.306	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.382	A	xxxxx	0.382	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	4	712	0	0	134	555	0	0	0	6	239	149
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:	4	712	0	0	134	555	0	0	0	6	239	149
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:	4	712	0	0	134	555	0	0	0	6	239	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	4	712	0	0	134	555	0	0	0	6	239	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	712	0	0	134	555	0	0	0	6	239	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	4	712	0	0	134	555	0	0	0	6	239	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.04	0.19	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:		****		****							****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	6	0	136	4	0	712	288	0	0	0	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:	0	6	0	136	4	0	712	288	0	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:	0	6	0	136	4	0	712	288	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:	0	6	0	136	4	0	712	288	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	0	136	4	0	712	288	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
FinalVolume:	0	6	0	136	4	0	712	288	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.94	0.06	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3109	91	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.00	0.25	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****		****					

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

Intersection #3 Seaside Ave / Navy Way

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: 59 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	327	0	778	0	0	0	0	1164	254	39	1265	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:	327	0	778	0	0	0	0	1164	254	39	1265	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:	327	0	778	0	0	0	0	1164	254	39	1265	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:	327	0	0	0	0	0	0	1164	254	39	1265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	0	0	0	0	0	0	1164	254	39	1265	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
FinalVolume:	327	0	0	0	0	0	0	1164	254	39	1265	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:	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.18	0.01	0.30	0.00
Crit Volume:	164				0			388			422	
Crit Moves:	****										****	

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.168
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	148	223	6	272	0	0	0	0	167	0	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:	0	148	223	6	272	0	0	0	0	167	0	5
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	148	223	6	272	0	0	0	0	167	0	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:	0	148	223	6	272	0	0	0	0	167	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	148	223	6	272	0	0	0	0	167	0	5
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
FinalVolume:	0	148	223	6	272	0	0	0	0	167	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2767	0	83
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.16	0.00	0.10	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Volume:		148			6			0			86	
Crit Moves:		****			****						****	

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

Intersection #5 Anaheim St / Henry Ford Ave

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

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	205	248	116	176	345	67	91	877	210	104	802	156
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:	205	248	116	176	345	67	91	877	210	104	802	156
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:	205	248	116	176	345	67	91	877	210	104	802	156
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:	205	248	116	176	345	67	91	877	0	104	802	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	248	116	176	345	67	91	877	0	104	802	156
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	248	116	176	345	67	91	877	0	104	802	156
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:	1.36	1.64	1.00	1.00	2.51	0.49	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1935	2340	1425	1425	3580	695	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.08	0.12	0.10	0.10	0.06	0.31	0.00	0.07	0.28	0.11
Crit Volume:		151		176				439		104		
Crit Moves:		****		****				****		****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	96	12	30	81	15	203	33	141	74	238	202
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	96	12	30	81	15	203	33	141	74	238	202
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	96	12	30	81	15	203	33	141	74	238	202
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:	0	96	0	30	81	15	203	33	141	74	238	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	96	0	30	81	15	203	33	141	74	238	202
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
FinalVolume:	0	96	0	30	81	15	203	33	141	74	238	202
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	2.00	1.00	2.00	1.69	0.31	1.00	0.19	0.81	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	2320	430	1375	261	1114	326	1049	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.01	0.03	0.03	0.15	0.13	0.13	0.23	0.23	0.15
Crit Volume:		48		15			203			312		
Crit Moves:		****		****			****			****		

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0 1	0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	1	587	33	6	416	0	98	4	3	1	5	21
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:	1	587	33	6	416	0	98	4	3	1	5	21
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:	1	587	33	6	416	0	98	4	3	1	5	21
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	587	33	6	416	0	98	4	3	1	5	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	587	33	6	416	0	98	4	3	1	5	21
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	587	33	12	416	0	98	4	3	1	5	21
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:	0.01	1.99	1.00	0.06	1.94	0.00	1.00	0.57	0.43	0.04	0.18	0.78
Final Sat.:	10	2990	1500	87	2913	0	1500	857	643	56	278	1167
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.02	0.07	0.14	0.00	0.07	0.00	0.00	0.02	0.02	0.02
Crit Volume:		295		6			98					27
Crit Moves:		****		****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0 0	1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	122	0	131	206	866	0	0	750	149
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	0	0	122	0	131	206	866	0	0	750	149
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	0	0	122	0	131	206	866	0	0	750	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	131	206	866	0	0	750	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	131	206	866	0	0	750	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	122	0	131	206	866	0	0	750	149
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3566	709
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.14	0.30	0.00	0.00	0.21	0.21
Crit Volume:		0		122			206					300
Crit Moves:				****			****					****

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	684	148	240	645	0	0	0	0	116	0	292
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	684	148	240	645	0	0	0	0	116	0	292
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	684	148	240	645	0	0	0	0	116	0	292
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	684	148	240	645	0	0	0	0	116	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	684	148	240	645	0	0	0	0	116	0	292
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
FinalVolume:	0	684	148	240	645	0	0	0	0	116	0	292
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3515	760	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.17	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.20
Crit Volume:			277	240					0	116		
Crit Moves:			****	****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	8	27	13	139	32	119	169	481	8	9	358	197
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:	8	27	13	139	32	119	169	481	8	9	358	197
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:	8	27	13	139	32	119	169	481	8	9	358	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:	8	27	13	139	32	119	169	481	8	9	358	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	27	13	139	32	119	169	481	8	9	358	197
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
FinalVolume:	8	27	13	139	32	119	169	481	8	9	358	197
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.33	1.13	0.54	1.63	0.37	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	533	1800	867	2601	599	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.05	0.05	0.07	0.11	0.15	0.01	0.01	0.22	0.12
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	797	105	165	664	0	0	0	0	98	0	312
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	797	105	165	664	0	0	0	0	98	0	312
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	797	105	165	664	0	0	0	0	98	0	312
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:	0	797	105	165	664	0	0	0	0	98	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	797	105	165	664	0	0	0	0	98	0	312
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	797	105	165	664	0	0	0	0	98	0	312
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.65	0.35	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4241	559	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.10	0.14	0.00	0.00	0.00	0.00	0.06	0.00	0.10
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	1	0	3	1	784	0	0	708	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:	0	0	0	1	0	3	1	784	0	0	708	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:	0	0	0	1	0	3	1	784	0	0	708	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:	0	0	0	1	0	3	1	784	0	0	708	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	3	1	784	0	0	708	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
FinalVolume:	0	0	0	1	0	3	1	784	0	0	708	0
OvlAdjVol:						2						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.25	0.00	0.75	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	320	0	960	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.28	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0	1! 0	0	1 0	2 0	1	2 0	1 1 0
Volume Module:												
Base Vol:	496	7	210	1	27	6	19	575	374	169	301	10
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:	496	7	210	1	27	6	19	575	374	169	301	10
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:	496	7	210	1	27	6	19	575	374	169	301	10
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:	496	7	210	1	27	6	19	575	374	169	301	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	7	210	1	27	6	19	575	374	169	301	10
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
FinalVolume:	496	7	210	1	27	6	19	575	374	169	301	10
OvlAdjVol:			41						122			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.97 0.03		2.00	0.03 0.79		0.18	1.00 2.00		1.00	2.00 1.94		0.06
Final Sat.:	3155	45	2880	47 1271		282	1600 3200		1600	2880 3097		103
Capacity Analysis Module:												
Vol/Sat:	0.16 0.16		0.07	0.02 0.02		0.02	0.01 0.18		0.23	0.06 0.10		0.10
OvlAdjV/S:			0.01						0.08			
Crit Moves:	****			****				****		****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0	1 0	1	0	1 0	2	0	0 0 1 0 0
Volume Module:												
Base Vol:	38	51	0	0	51	398	319	0	53	0	0	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:	38	51	0	0	51	398	319	0	53	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:	38	51	0	0	51	398	319	0	53	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	38	51	0	0	51	398	319	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	51	0	0	51	398	319	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	38	51	0	0	51	398	319	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		1.00	1.00 1.00		1.00	2.00 0.00		1.00	0.00 0.00		0.00
Final Sat.:	1425 2850		1425	1425 1425		1425	2850		0 1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03 0.02		0.00	0.00 0.04		0.28	0.11 0.00		0.00	0.00 0.00		0.00
Crit Volume:	38					398	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	16	380	1		19	124	140		674	1	10		1	2	51	
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:	16	380	1		19	124	140		674	1	10		1	2	51	
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:	16	380	1		19	124	140		674	1	10		1	2	51	
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:	16	380	1		19	124	140		674	1	10		1	2	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	380	1		19	124	140		674	1	10		1	2	51	
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	
FinalVolume:	16	380	1		19	124	140		674	1	10		1	2	51	
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	2.99	0.01		1.00	1.00	1.00		2.00	0.09	0.91		0.33	0.67	1.00	
Final Sat.:	1375	4114	11		1375	1375	1375		2750	125	1250		458	917	1375	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09	0.09		0.01	0.09	0.10		0.25	0.01	0.01		0.00	0.00	0.04	
Crit Volume:	16						140		337						51	
Crit Moves:	****						****		****						****	

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Scenario Report

Scenario:	2027 Prop Proj PM
Command:	2027 Proposed Project PM Peak
Volume:	2027 Proposed Project PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	796	0	0	136	748	0	0	0	14	288	163	2155
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	796	0	0	136	748	0	0	0	14	288	163	2155
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	4	111	1	0	660	281	0	0	0	0	1063
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	4	111	1	0	660	281	0	0	0	0	1063
#3 Seaside Ave / Navy Way													
Base	365	0	526	0	0	0	0	2167	315	27	2000	0	5400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	365	0	526	0	0	0	0	2167	315	27	2000	0	5400
#4 Ferry St / SR 47 Ramps													
Base	0	425	404	4	256	0	0	0	0	180	0	5	1274
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	425	404	4	256	0	0	0	0	180	0	5	1274
#5 Anaheim St / Henry Ford Ave													
Base	274	306	204	185	247	43	99	1169	238	70	876	171	3882
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	274	306	204	185	247	43	99	1169	238	70	876	171	3882
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	347	35	107	397	50	70	2	13	90	0	355	1476
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	347	35	107	397	50	70	2	13	90	0	355	1476
#7 Alameda Street / Henry Ford Avenue													
Base	2	647	21	5	246	0	130	1	7	19	5	30	1113
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	647	21	5	246	0	130	1	7	19	5	30	1113
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	189	0	322	265	1178	0	0	986	178	3118
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	189	0	322	265	1178	0	0	986	178	3118
#9 Alameda St / PCH Ramp (O St)													
Base	0	654	211	305	802	0	0	0	0	106	0	373	2451
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	654	211	305	802	0	0	0	0	106	0	373	2451

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	6	40	22	169	18	150	219	662	1	1	449	303	2040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	40	22	169	18	150	219	662	1	1	449	303	2040
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1065	56	220	561	0	0	0	0	69	0	568	2539
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1065	56	220	561	0	0	0	0	69	0	568	2539
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	1	1	877	0	0	853	1	1733
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	877	0	0	853	1	1733
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	406	3	360	9	2	9	2	892	314	154	342	1	2494
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	406	3	360	9	2	9	2	892	314	154	342	1	2494
#14 Ferry St / Terminal Way													
Base	45	87	0	0	47	318	609	0	113	0	0	0	1219
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	45	87	0	0	47	318	609	0	113	0	0	0	1219
#15 Navy Way / Reeves Ave													
Base	19	526	1	16	122	124	710	0	8	2	2	75	1605
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	526	1	16	122	124	710	0	8	2	2	75	1605
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.367	A	xxxxx	0.367	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.366	A	xxxxx	0.366	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.278	A	xxxxx	0.278	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	796	0	0	136	748	0	0	0	14	288	163
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:	10	796	0	0	136	748	0	0	0	14	288	163
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:	10	796	0	0	136	748	0	0	0	14	288	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	796	0	0	136	748	0	0	0	14	288	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	796	0	0	136	748	0	0	0	14	288	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	796	0	0	136	748	0	0	0	14	288	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.00	0.00	0.04	0.26	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	6	4	111	1	0	660	281	0	0	0	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:	0	6	4	111	1	0	660	281	0	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:	0	6	4	111	1	0	660	281	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:	0	6	4	111	1	0	660	281	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	4	111	1	0	660	281	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
FinalVolume:	0	6	4	111	1	0	660	281	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3171	29	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.03	0.00	0.23	0.09	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

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

Intersection #3 Seaside Ave / Navy Way

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: 52 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	2	0
Volume Module:												
Base Vol:	365	0	526	0	0	0	0	2167	315	27	2000	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:	365	0	526	0	0	0	0	2167	315	27	2000	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:	365	0	526	0	0	0	0	2167	315	27	2000	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:	365	0	0	0	0	0	0	2167	315	27	2000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	0	0	0	0	0	0	2167	315	27	2000	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
FinalVolume:	365	0	0	0	0	0	0	2167	315	27	2000	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:	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.22	0.01	0.47	0.00
Crit Volume:	183			0			722			14		
Crit Moves:	****						****			****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	425	404	4	256	0	0	0	0	180	0	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:	0	425	404	4	256	0	0	0	0	180	0	5
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	425	404	4	256	0	0	0	0	180	0	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:	0	425	404	4	256	0	0	0	0	180	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	404	4	256	0	0	0	0	180	0	5
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
FinalVolume:	0	425	404	4	256	0	0	0	0	180	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.95	0.00	0.05
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2773	0	77
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.28	0.00	0.09	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Volume:		425		4			0			93		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	274	306	204	185	247	43	99	1169	238	70	876	171
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:	274	306	204	185	247	43	99	1169	238	70	876	171
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:	274	306	204	185	247	43	99	1169	238	70	876	171
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:	274	306	204	185	247	43	99	1169	0	70	876	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	306	204	185	247	43	99	1169	0	70	876	171
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	274	306	204	185	247	43	99	1169	0	70	876	171
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:	1.42	1.58	1.00	1.00	2.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2020	2255	1425	1425	3641	634	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.07	0.07	0.07	0.41	0.00	0.05	0.31	0.12
Crit Volume:			204	185				585		70		
Crit Moves:			****	****				****		****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	347	35	107	397	50	70	2	13	90	0	355
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:	10	347	35	107	397	50	70	2	13	90	0	355
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:	10	347	35	107	397	50	70	2	13	90	0	355
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:	10	347	0	107	397	50	70	2	13	90	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	347	0	107	397	50	70	2	13	90	0	355
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
FinalVolume:	10	347	0	107	397	50	70	2	13	90	0	355
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	2.00	1.00	2.00	1.78	0.22	1.00	0.13	0.87	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2442	308	1375	183	1192	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.04	0.16	0.16	0.05	0.01	0.01	0.07	0.00	0.26
Crit Volume:	10					224	70					355
Crit Moves:	****					****	****					****

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.342
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0	0 1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	2	647	21	5	246	0	130	1	7	19	5	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:	2	647	21	5	246	0	130	1	7	19	5	30
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:	2	647	21	5	246	0	130	1	7	19	5	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:	2	647	21	5	246	0	130	1	7	19	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	647	21	5	246	0	130	1	7	19	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	2	647	21	20	246	0	130	1	7	19	5	30
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:	0.01	1.99	1.00	0.17	1.83	0.00	1.00	0.12	0.88	0.35	0.09	0.56
Final Sat.:	9	2991	1500	254	2746	0	1500	188	1313	528	139	833
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.01	0.02	0.09	0.00	0.09	0.01	0.01	0.04	0.04	0.04
Crit Volume:		324		5			130					54
Crit Moves:		****		****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

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:	56	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	189	0	322	265	1178	0	0	986	178
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	0	0	189	0	322	265	1178	0	0	986	178
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	0	0	189	0	322	265	1178	0	0	986	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:	0	0	0	189	0	322	265	1178	0	0	986	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	322	265	1178	0	0	986	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
FinalVolume:	0	0	0	189	0	322	265	1178	0	0	986	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3621	654
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.23	0.19	0.41	0.00	0.00	0.27	0.27
Crit Volume:		0		189			265					388
Crit Moves:				****			****					****

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	654	211	305	802	0	0	0	0	106	0	373
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	654	211	305	802	0	0	0	0	106	0	373
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	654	211	305	802	0	0	0	0	106	0	373
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	654	211	305	802	0	0	0	0	106	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	654	211	305	802	0	0	0	0	106	0	373
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
FinalVolume:	0	654	211	305	802	0	0	0	0	106	0	373
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	2.27	0.73	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3232	1043	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.21	0.19	0.00	0.00	0.00	0.00	0.07	0.00	0.26
Crit Volume:		288		305				0		106		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	6	40	22	169	18	150	219	662	1	1	449	303
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:	6	40	22	169	18	150	219	662	1	1	449	303
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:	6	40	22	169	18	150	219	662	1	1	449	303
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:	6	40	22	169	18	150	219	662	1	1	449	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	40	22	169	18	150	219	662	1	1	449	303
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
FinalVolume:	6	40	22	169	18	150	219	662	1	1	449	303
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.18	1.17	0.65	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	282	1882	1035	2892	308	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.21	0.00	0.00	0.28	0.19
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1065	56	220	561	0	0	0	0	69	0	568
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	1065	56	220	561	0	0	0	0	69	0	568
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	1065	56	220	561	0	0	0	0	69	0	568
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:	0	1065	56	220	561	0	0	0	0	69	0	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1065	56	220	561	0	0	0	0	69	0	568
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1065	56	220	561	0	0	0	0	69	0	568
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.85	0.15	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4560	240	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.14	0.12	0.00	0.00	0.00	0.00	0.04	0.00	0.18
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Intermodal Way									Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Permitted			Prot+Permit			Prot+Permit					
Rights:	Include			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0 0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	0 1			
Volume Module:															
Base Vol:	0	0	0	0	0	1	1	877	0	0	853	1			
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	0	0	0	0	1	1	877	0	0	853	1			
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	0	0	0	0	1	1	877	0	0	853	1			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	1	1	877	0	0	853	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	1	1	877	0	0	853	1			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	0	0	1	1	877	0	0	853	1			
OvlAdjVol:						0									
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80			
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00			
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.33	0.00			
OvlAdjV/S:						0.00									
Crit Moves:					****			****		****					

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	406	3	360	9	2	9	2	892	314	154	342	1
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:	406	3	360	9	2	9	2	892	314	154	342	1
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:	406	3	360	9	2	9	2	892	314	154	342	1
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	406	3	360	9	2	9	2	892	314	154	342	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	3	360	9	2	9	2	892	314	154	342	1
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	406	3	360	9	2	9	2	892	314	154	342	1
OvlAdjVol:			206						109			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.99 0.01		2.00	0.45 0.10		0.45	1.00 2.00		1.00	2.00 1.99		0.01
Final Sat.:	3177	23	2880	720	160	720	1600 3200		1600	2880 3191		9
Capacity Analysis Module:												
Vol/Sat:	0.13 0.13		0.13	0.01 0.01		0.01	0.00 0.28		0.20	0.05 0.11		0.11
OvlAdjV/S:			0.07						0.07			
Crit Moves:	****			****			****		****			

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	45	87	0	0	47	318	609	0	113	0	0	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:	45	87	0	0	47	318	609	0	113	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:	45	87	0	0	47	318	609	0	113	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	45	87	0	0	47	318	609	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	87	0	0	47	318	609	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	45	87	0	0	47	318	609	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		1.00	1.00 1.00		1.00	2.00 0.00		1.00	0.00 0.00		0.00
Final Sat.:	1425 2850		1425	1425 1425		1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03 0.03		0.00	0.00 0.03		0.22	0.21 0.00		0.00	0.00 0.00		0.00
Crit Volume:	45				47		305				0	
Crit Moves:	****				****		****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	19	526	1		16	122	124		710	0	8		2	2	75	
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	526	1		16	122	124		710	0	8		2	2	75	
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	526	1		16	122	124		710	0	8		2	2	75	
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	526	1		16	122	124		710	0	8		2	2	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	526	1		16	122	124		710	0	8		2	2	75	
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	
FinalVolume:	19	526	1		16	122	124		710	0	8		2	2	75	
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	2.99	0.01		1.00	1.00	1.00		2.00	0.00	1.00		0.50	0.50	1.00	
Final Sat.:	1375	4117	8		1375	1375	1375		2750	0	1375		688	688	1375	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.13	0.13		0.01	0.09	0.09		0.26	0.00	0.01		0.00	0.00	0.05	
Crit Volume:			176		0				355						75	
Crit Moves:			****		****				****						****	

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Scenario Report

Scenario:	2027 Red Proj 4 New Cranes AM
Command:	2027 Reduced Project 4 New Cranes AM
Volume:	2027 Reduced Project 4 New Cranes AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	6	352	0	0	168	755	0	0	0	4	291	98	1674
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	352	0	0	168	755	0	0	0	4	291	98	1674
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	1	0	78	0	0	308	262	0	0	0	0	649
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	78	0	0	308	262	0	0	0	0	649
#3 Seaside Ave / Navy Way													
Base	67	0	222	0	0	0	0	1847	465	108	1928	0	4637
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	67	0	222	0	0	0	0	1847	465	108	1928	0	4637
#4 Ferry St / SR 47 Ramps													
Base	0	92	129	7	375	0	0	0	0	389	0	2	994
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	92	129	7	375	0	0	0	0	389	0	2	994
#5 Anaheim St / Henry Ford Ave													
Base	62	49	40	89	213	27	62	800	282	49	839	114	2626
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	49	40	89	213	27	62	800	282	49	839	114	2626
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	117	89	70	199	367	34	46	1	132	15	3	21	1094
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	89	70	199	367	34	46	1	132	15	3	21	1094
#7 Alameda Street / Henry Ford Avenue													
Base	0	398	7	6	436	0	65	1	4	2	2	11	932
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	398	7	6	436	0	65	1	4	2	2	11	932
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	195	0	239	240	857	0	0	849	159	2539
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	195	0	239	240	857	0	0	849	159	2539
#9 Alameda St / PCH Ramp (O St)													
Base	0	340	99	354	632	0	0	0	0	123	0	273	1821
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	340	99	354	632	0	0	0	0	123	0	273	1821

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	27	6	201	37	155	139	466	3	8	527	195	1769
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	27	6	201	37	155	139	466	3	8	527	195	1769
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	557	66	347	961	0	0	0	0	65	0	331	2327
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	557	66	347	961	0	0	0	0	65	0	331	2327
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	2	0	1	3	656	0	0	753	0	1415
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	1	3	656	0	0	753	0	1415
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	106	31	140	3	20	5	31	442	300	264	655	11	2008
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	106	31	140	3	20	5	31	442	300	264	655	11	2008
#14 Ferry St / Terminal Way													
Base	48	16	0	0	97	584	145	0	20	0	0	0	910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	48	16	0	0	97	584	145	0	20	0	0	0	910
#15 Navy Way / Reeves Ave													
Base	12	60	8	85	272	157	258	4	13	1	4	18	892
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	60	8	85	272	157	258	4	13	1	4	18	892
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.232	A	xxxxx	0.232	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.269	A	xxxxx	0.269	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.341	A	xxxxx	0.341	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.203	A	xxxxx	0.203	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.600	B	xxxxx	0.600	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.262	A	xxxxx	0.262	+ 0.000 V/C

APL
2027 Alt 3
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	6	352	0	0	168	755	0	0	0	4	291	98
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:	6	352	0	0	168	755	0	0	0	4	291	98
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:	6	352	0	0	168	755	0	0	0	4	291	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	352	0	0	168	755	0	0	0	4	291	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	352	0	0	168	755	0	0	0	4	291	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	352	0	0	168	755	0	0	0	4	291	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.05	0.26	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

APL
2027 Alt 3
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.232
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	1	0	78	0	0	308	262	0	0	0	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:	0	1	0	78	0	0	308	262	0	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:	0	1	0	78	0	0	308	262	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:	0	1	0	78	0	0	308	262	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	78	0	0	308	262	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
FinalVolume:	0	1	0	78	0	0	308	262	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.11	0.08	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

APL
2027 Alt 3
AM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	1
Volume Module:												
Base Vol:	67	0	222	0	0	0	0	1847	465	108	1928	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:	67	0	222	0	0	0	0	1847	465	108	1928	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:	67	0	222	0	0	0	0	1847	465	108	1928	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:	67	0	0	0	0	0	0	1847	465	108	1928	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	0	0	0	0	0	0	1847	465	108	1928	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
FinalVolume:	67	0	0	0	0	0	0	1847	465	108	1928	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:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.33	0.04	0.45	0.00
Crit Volume:	34			0				616		54		
Crit Moves:	****							****		****		

APL
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AM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.269
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Ferry St							Vincent Thomas Bridge EB Off Ramp				
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	92	129	7	375	0	0	0	0	389	0	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:	0	92	129	7	375	0	0	0	0	389	0	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:	0	92	129	7	375	0	0	0	0	389	0	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:	0	92	129	7	375	0	0	0	0	389	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	92	129	7	375	0	0	0	0	389	0	2
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
FinalVolume:	0	92	129	7	375	0	0	0	0	389	0	2
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	0.06	0.09	0.00	0.13	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Volume:	0				188				0		196	
Crit Moves:	****				****						****	

APL
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AM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	62	49	40	89	213	27	62	800	282	49	839	114
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:	62	49	40	89	213	27	62	800	282	49	839	114
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:	62	49	40	89	213	27	62	800	282	49	839	114
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:	62	49	40	89	213	27	62	800	0	49	839	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	49	40	89	213	27	62	800	0	49	839	114
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	62	49	40	89	213	27	62	800	0	49	839	114
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:	1.68	1.32	1.00	1.00	2.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2388	1887	1425	1425	3794	481	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.06	0.06	0.06	0.04	0.28	0.00	0.03	0.29	0.08
Crit Volume:			40	89			62			420		
Crit Moves:			****	****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	117	89	70	199	367	34	46	1	132	15	3	21
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:	117	89	70	199	367	34	46	1	132	15	3	21
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:	117	89	70	199	367	34	46	1	132	15	3	21
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:	117	89	0	199	367	34	46	1	132	15	3	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	89	0	199	367	34	46	1	132	15	3	21
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
FinalVolume:	117	89	0	199	367	34	46	1	132	15	3	21
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	2.00	1.00	2.00	1.83	0.17	1.00	0.01	0.99	0.83	0.17	1.00
Final Sat.:	1375	2750	1375	2750	2517	233	1375	10	1365	1146	229	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.00	0.07	0.15	0.15	0.03	0.10	0.10	0.01	0.01	0.02
Crit Volume:	117					201			133		18	
Crit Moves:	****					****			****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.203
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	15	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0 1	0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	398	7	6	436	0	65	1	4	2	2	11
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	398	7	6	436	0	65	1	4	2	2	11
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	398	7	6	436	0	65	1	4	2	2	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:	0	398	7	6	436	0	65	1	4	2	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	398	7	6	436	0	65	1	4	2	2	11
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	398	7	12	436	0	65	1	4	2	2	11
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	1.00	0.06	1.94	0.00	1.00	0.20	0.80	0.13	0.13	0.74
Final Sat.:	0	3000	1500	83	2917	0	1500	300	1200	200	200	1100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.07	0.15	0.00	0.04	0.00	0.00	0.01	0.01	0.01
Crit Volume:	0			224			65			15		
Crit Moves:	****			****			****			****		

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	195	0	239	240	857	0	0	849	159
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	0	0	195	0	239	240	857	0	0	849	159
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	0	0	195	0	239	240	857	0	0	849	159
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	195	0	239	240	857	0	0	849	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	239	240	857	0	0	849	159
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
FinalVolume:	0	0	0	195	0	239	240	857	0	0	849	159
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3601	674
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.17	0.17	0.30	0.00	0.00	0.24	0.24
Crit Volume:	0			195			240			336		
Crit Moves:				****			****			****		

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

Intersection #9 Alameda St / PCH Ramp (O 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: 41 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	340	99	354	632	0	0	0	0	123	0	273
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	340	99	354	632	0	0	0	0	123	0	273
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	340	99	354	632	0	0	0	0	123	0	273
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	340	99	354	632	0	0	0	0	123	0	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	340	99	354	632	0	0	0	0	123	0	273
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
FinalVolume:	0	340	99	354	632	0	0	0	0	123	0	273
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	2.32	0.68	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3311	964	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.25	0.15	0.00	0.00	0.00	0.00	0.09	0.00	0.19
Crit Volume:		146		354				0		123		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	27	6	201	37	155	139	466	3	8	527	195
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:	5	27	6	201	37	155	139	466	3	8	527	195
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:	5	27	6	201	37	155	139	466	3	8	527	195
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:	5	27	6	201	37	155	139	466	3	8	527	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	27	6	201	37	155	139	466	3	8	527	195
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
FinalVolume:	5	27	6	201	37	155	139	466	3	8	527	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.42	0.32	1.69	0.31	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	421	2274	505	2703	497	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.07	0.07	0.10	0.09	0.15	0.00	0.01	0.33	0.12
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	557	66	347	961	0	0	0	0	65	0	331
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	557	66	347	961	0	0	0	0	65	0	331
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	557	66	347	961	0	0	0	0	65	0	331
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:	0	557	66	347	961	0	0	0	0	65	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	557	66	347	961	0	0	0	0	65	0	331
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	557	66	347	961	0	0	0	0	65	0	331
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.68	0.32	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4291	509	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.20	0.00	0.00	0.00	0.00	0.04	0.00	0.10
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Intermodal Way									Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Permitted			Prot+Permit			Prot+Permit					
Rights:	Include			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1			
Volume Module:															
Base Vol:	0	0	0	2	0	1	3	656	0	0	753	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:	0	0	0	2	0	1	3	656	0	0	753	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:	0	0	0	2	0	1	3	656	0	0	753	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:	0	0	0	2	0	1	3	656	0	0	753	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	2	0	1	3	656	0	0	753	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			
FinalVolume:	0	0	0	2	0	1	3	656	0	0	753	0			
OvlAdjVol:						0									
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80			
Lanes:	0.00	0.00	0.00	0.67	0.00	0.33	1.00	2.00	0.00	0.00	2.00	1.00			
Final Sat.:	0	0	0	853	0	427	1280	2560	0	0	2560	1280			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.29	0.00			
OvlAdjV/S:						0.00									
Crit Moves:					****		****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	106	31	140	3	20	5	31	442	300	264	655	11
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:	106	31	140	3	20	5	31	442	300	264	655	11
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:	106	31	140	3	20	5	31	442	300	264	655	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:	106	31	140	3	20	5	31	442	300	264	655	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	31	140	3	20	5	31	442	300	264	655	11
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
FinalVolume:	106	31	140	3	20	5	31	442	300	264	655	11
OvlAdjVol:			0						231			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.55	0.45	2.00	0.11	0.71	0.18	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	2476	724	2880	171	1143	286	1600	3200	1600	2880	3147	53
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.02	0.02	0.02	0.02	0.14	0.19	0.09	0.21	0.21
OvlAdjV/S:			0.00						0.14			
Crit Moves:		****			****			****			****	

APL
2027 Alt 3
AM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	48	16	0	0	97	584	145	0	20	0	0	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:	48	16	0	0	97	584	145	0	20	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:	48	16	0	0	97	584	145	0	20	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	48	16	0	0	97	584	145	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	16	0	0	97	584	145	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	48	16	0	0	97	584	145	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.00	0.00	0.07	0.41	0.05	0.00	0.00	0.00	0.00	0.00
Crit Volume:	48					584	0				0	
Crit Moves:	****					****	****					

APL
2027 Alt 3
AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.262
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0	1 1 0	2	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	12	60	8	85	272	157	258	4	13	1	4	18
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:	12	60	8	85	272	157	258	4	13	1	4	18
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:	12	60	8	85	272	157	258	4	13	1	4	18
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:	12	60	8	85	272	157	258	4	13	1	4	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	60	8	85	272	157	258	4	13	1	4	18
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
FinalVolume:	12	60	8	85	272	157	258	4	13	1	4	18
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	2.65	0.35	1.00	1.27	0.73	2.00	0.24	0.76	0.20	0.80	1.00
Final Sat.:	1375	3640	485	1375	1744	1006	2750	324	1051	275	1100	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.16	0.16	0.09	0.01	0.01	0.00	0.00	0.01
Crit Volume:	12			215			129			5		
Crit Moves:	****			****			****			****		

APL
2027 Alt 3
MD Peak Hour

Scenario Report

Scenario:	2027 Red Proj 4 New Cranes MD
Command:	2027 Reduced Project 4 New Cranes MD
Volume:	2027 Reduced Project 4 New Cranes MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2027 Alt 3
MD Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	4	644	0	0	134	496	0	0	0	6	237	149	1670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	644	0	0	134	496	0	0	0	6	237	149	1670
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	0	136	4	0	644	284	0	0	0	0	1074
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	136	4	0	644	284	0	0	0	0	1074
#3 Seaside Ave / Navy Way													
Base	290	0	648	0	0	0	0	1164	212	39	1265	0	3618
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	290	0	648	0	0	0	0	1164	212	39	1265	0	3618
#4 Ferry St / SR 47 Ramps													
Base	0	134	223	6	272	0	0	0	0	153	0	5	793
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	134	223	6	272	0	0	0	0	153	0	5	793
#5 Anaheim St / Henry Ford Ave													
Base	198	231	116	176	315	67	91	877	206	104	802	156	3339
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	198	231	116	176	315	67	91	877	206	104	802	156	3339
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	74	12	30	48	15	203	33	141	73	238	202	1069
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	74	12	30	48	15	203	33	141	73	238	202	1069
#7 Alameda Street / Henry Ford Avenue													
Base	0	571	33	6	386	0	97	4	3	1	5	21	1127
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	571	33	6	386	0	97	4	3	1	5	21	1127
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	122	0	127	201	866	0	0	750	149	2215
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	122	0	127	201	866	0	0	750	149	2215
#9 Alameda St / PCH Ramp (O St)													
Base	0	672	144	240	621	0	0	0	0	111	0	292	2080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	672	144	240	621	0	0	0	0	111	0	292	2080

APL
2027 Alt 3
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	8	27	13	139	32	119	169	480	8	9	357	185	1546
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	27	13	139	32	119	169	480	8	9	357	185	1546
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	786	105	165	652	0	0	0	0	86	0	312	2106
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	786	105	165	652	0	0	0	0	86	0	312	2106
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	1	0	3	1	783	0	0	696	0	1484
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	3	1	783	0	0	696	0	1484
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	464	7	208	1	27	6	19	575	354	166	301	10	2138
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	464	7	208	1	27	6	19	575	354	166	301	10	2138
#14 Ferry St / Terminal Way													
Base	35	38	0	0	37	398	319	0	49	0	0	0	876
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	38	0	0	37	398	319	0	49	0	0	0	876
#15 Navy Way / Reeves Ave													
Base	13	380	1	19	124	98	507	1	8	1	2	51	1205
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	380	1	19	124	98	507	1	8	1	2	51	1205
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Veh	V/C	Future LOS	Veh	V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.369	A	xxxxx	0.369	+ 0.000
# 3 Seaside Ave / Navy Way	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.161	A	xxxxx	0.161	+ 0.000
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.412	A	xxxxx	0.412	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.277	A	xxxxx	0.277	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.304	A	xxxxx	0.304	+ 0.000
# 15 Navy Way / Reeves Ave	A	xxxxx	0.314	A	xxxxx	0.314	+ 0.000

APL
2027 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	4	644	0	0	134	496	0	0	0	6	237	149
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:	4	644	0	0	134	496	0	0	0	6	237	149
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:	4	644	0	0	134	496	0	0	0	6	237	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	4	644	0	0	134	496	0	0	0	6	237	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	644	0	0	134	496	0	0	0	6	237	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	4	644	0	0	134	496	0	0	0	6	237	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.04	0.17	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:		****		****							****	

APL
2027 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	6	0	136	4	0	644	284	0	0	0	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:	0	6	0	136	4	0	644	284	0	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:	0	6	0	136	4	0	644	284	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:	0	6	0	136	4	0	644	284	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	0	136	4	0	644	284	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
FinalVolume:	0	6	0	136	4	0	644	284	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.94	0.06	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3109	91	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.00	0.22	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****		****					

APL
2027 Alt 3
MD Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	290	0	648	0	0	0	0	1164	212	39	1265	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:	290	0	648	0	0	0	0	1164	212	39	1265	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:	290	0	648	0	0	0	0	1164	212	39	1265	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:	290	0	0	0	0	0	0	1164	212	39	1265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	0	0	0	0	0	0	1164	212	39	1265	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
FinalVolume:	290	0	0	0	0	0	0	1164	212	39	1265	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:	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.15	0.01	0.30	0.00
Crit Volume:	145				0			388			422	
Crit Moves:	****										****	

APL
2027 Alt 3
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.161
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Ferry St							Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			Protected			Protected			
Rights:	Ovl			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
Volume Module:													
Base Vol:	0	134	223	6	272	0	0	0	0	153	0	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:	0	134	223	6	272	0	0	0	0	153	0	5	
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	134	223	6	272	0	0	0	0	153	0	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:	0	134	223	6	272	0	0	0	0	153	0	5	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	134	223	6	272	0	0	0	0	153	0	5	
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	
FinalVolume:	0	134	223	6	272	0	0	0	0	153	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06	
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2760	0	90	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.09	0.16	0.00	0.10	0.00	0.00	0.00	0.00	0.06	0.00	0.06	
Crit Volume:			223		6					0	0		
Crit Moves:			****	****							****		

APL
2027 Alt 3
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	198	231	116	176	315	67	91	877	206	104	802	156
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:	198	231	116	176	315	67	91	877	206	104	802	156
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:	198	231	116	176	315	67	91	877	206	104	802	156
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:	198	231	116	176	315	67	91	877	0	104	802	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	231	116	176	315	67	91	877	0	104	802	156
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	198	231	116	176	315	67	91	877	0	104	802	156
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:	1.38	1.62	1.00	1.00	2.47	0.53	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1973	2302	1425	1425	3525	750	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.08	0.12	0.09	0.09	0.06	0.31	0.00	0.07	0.28	0.11
Crit Volume:	143			176				439		104		
Crit Moves:	****			****				****		****		

APL
2027 Alt 3
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

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:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	74	12	30	48	15	203	33	141	73	238	202
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	74	12	30	48	15	203	33	141	73	238	202
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	74	12	30	48	15	203	33	141	73	238	202
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:	0	74	0	30	48	15	203	33	141	73	238	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	74	0	30	48	15	203	33	141	73	238	202
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
FinalVolume:	0	74	0	30	48	15	203	33	141	73	238	202
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	2.00	1.00	2.00	1.52	0.48	1.00	0.19	0.81	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	2095	655	1375	261	1114	323	1052	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.01	0.02	0.02	0.15	0.13	0.13	0.23	0.23	0.15
Crit Volume:		37		15			203			311		
Crit Moves:		****		****			****			****		

APL
2027 Alt 3
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.277
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0 0	1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	571	33	6	386	0	97	4	3	1	5	21
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	33	6	386	0	97	4	3	1	5	21
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	571	33	6	386	0	97	4	3	1	5	21
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	571	33	6	386	0	97	4	3	1	5	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	571	33	6	386	0	97	4	3	1	5	21
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	571	33	12	386	0	97	4	3	1	5	21
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	1.00	0.06	1.94	0.00	1.00	0.57	0.43	0.04	0.18	0.78
Final Sat.:	0	3000	1500	93	2907	0	1500	857	643	56	278	1167
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.02	0.06	0.13	0.00	0.06	0.00	0.00	0.02	0.02	0.02
Crit Volume:		286		6			97					27
Crit Moves:		****		****			****					****

APL
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MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O 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

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0 2	0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	122	0	127	201	866	0	0	750	149
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	0	0	122	0	127	201	866	0	0	750	149
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	0	0	122	0	127	201	866	0	0	750	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	127	201	866	0	0	750	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	127	201	866	0	0	750	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	122	0	127	201	866	0	0	750	149
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3566	709
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.14	0.30	0.00	0.00	0.21	0.21
Crit Volume:		0		122			201					300
Crit Moves:				****			****					****

APL
2027 Alt 3
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O 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: 41 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	672	144	240	621	0	0	0	0	111	0	292
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	672	144	240	621	0	0	0	0	111	0	292
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	672	144	240	621	0	0	0	0	111	0	292
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	672	144	240	621	0	0	0	0	111	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	672	144	240	621	0	0	0	0	111	0	292
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
FinalVolume:	0	672	144	240	621	0	0	0	0	111	0	292
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3521	754	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.17	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.20
Crit Volume:			272	240					0	111		
Crit Moves:			****	****						****		

APL
2027 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	8	27	13	139	32	119	169	480	8	9	357	185
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:	8	27	13	139	32	119	169	480	8	9	357	185
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:	8	27	13	139	32	119	169	480	8	9	357	185
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:	8	27	13	139	32	119	169	480	8	9	357	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	27	13	139	32	119	169	480	8	9	357	185
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
FinalVolume:	8	27	13	139	32	119	169	480	8	9	357	185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.33	1.13	0.54	1.63	0.37	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	533	1800	867	2601	599	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.05	0.05	0.07	0.11	0.15	0.01	0.01	0.22	0.12
Crit Moves:		****		****			****				****	

APL
2027 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	786	105	165	652	0	0	0	0	86	0	312
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	786	105	165	652	0	0	0	0	86	0	312
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	786	105	165	652	0	0	0	0	86	0	312
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:	0	786	105	165	652	0	0	0	0	86	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	786	105	165	652	0	0	0	0	86	0	312
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	786	105	165	652	0	0	0	0	86	0	312
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.65	0.35	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4234	566	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.10	0.14	0.00	0.00	0.00	0.00	0.05	0.00	0.10
Crit Moves:		****		****								****

APL
2027 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	1	0	3	1	783	0	0	696	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:	0	0	0	1	0	3	1	783	0	0	696	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:	0	0	0	1	0	3	1	783	0	0	696	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:	0	0	0	1	0	3	1	783	0	0	696	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	3	1	783	0	0	696	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
FinalVolume:	0	0	0	1	0	3	1	783	0	0	696	0
OvlAdjVol:						2						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.25	0.00	0.75	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	320	0	960	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.27	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

APL
2027 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0	1! 0	0	1 0	2 0	1	2 0	1 1 0
Volume Module:												
Base Vol:	464	7	208	1	27	6	19	575	354	166	301	10
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:	464	7	208	1	27	6	19	575	354	166	301	10
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:	464	7	208	1	27	6	19	575	354	166	301	10
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:	464	7	208	1	27	6	19	575	354	166	301	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	7	208	1	27	6	19	575	354	166	301	10
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
FinalVolume:	464	7	208	1	27	6	19	575	354	166	301	10
OvlAdjVol:			42						118			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.97 0.03		2.00	0.03 0.79		0.18	1.00 2.00		1.00	2.00 1.94		0.06
Final Sat.:	3152	48	2880	47 1271		282	1600 3200		1600	2880 3097		103
Capacity Analysis Module:												
Vol/Sat:	0.15 0.15		0.07	0.02 0.02		0.02	0.01 0.18		0.22	0.06 0.10		0.10
OvlAdjV/S:			0.01						0.07			
Crit Moves:	****			****				****		****		

APL
2027 Alt 3
MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.304
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0	1 0	1	0	2 0	0	0 0	0 0
Volume Module:												
Base Vol:	35	38	0	0	37	398	319	0	49	0	0	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:	35	38	0	0	37	398	319	0	49	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:	35	38	0	0	37	398	319	0	49	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	35	38	0	0	37	398	319	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	38	0	0	37	398	319	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	35	38	0	0	37	398	319	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		1.00	1.00 1.00		1.00	2.00 0.00		1.00	0.00 0.00		0.00
Final Sat.:	1425 2850		1425	1425 1425		1425	2850		0 1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02 0.01		0.00	0.00 0.03		0.28	0.11 0.00		0.00	0.00 0.00		0.00
Crit Volume:	35					398	0				0	
Crit Moves:	****					****	****					

APL
2027 Alt 3
MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Navy Way					Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	13	380	1	19	124	98	507	1	8	1	2	51
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:	13	380	1	19	124	98	507	1	8	1	2	51
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:	13	380	1	19	124	98	507	1	8	1	2	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	380	1	19	124	98	507	1	8	1	2	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	380	1	19	124	98	507	1	8	1	2	51
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
FinalVolume:	13	380	1	19	124	98	507	1	8	1	2	51
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	2.99	0.01	1.00	1.12	0.88	2.00	0.11	0.89	0.33	0.67	1.00
Final Sat.:	1375	4114	11	1375	1536	1214	2750	153	1222	458	917	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.01	0.08	0.08	0.18	0.01	0.01	0.00	0.00	0.04
Crit Volume:			127		0		254					51
Crit Moves:			****		****		****					****

APL
2027 Alt 3
PM Peak Hour

Scenario Report

Scenario:	2027 Red Proj 4 New Cranes PM
Command:	2027 Reduced Project 4 New Cranes PM
Volume:	2027 Reduced Project 4 New Cranes PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2027 Alt 3
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	744	0	0	136	700	0	0	0	14	286	163	2053
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	744	0	0	136	700	0	0	0	14	286	163	2053
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	4	111	1	0	608	278	0	0	0	0	1008
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	4	111	1	0	608	278	0	0	0	0	1008
#3 Seaside Ave / Navy Way													
Base	334	0	428	0	0	0	0	2167	279	27	2000	0	5235
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	334	0	428	0	0	0	0	2167	279	27	2000	0	5235
#4 Ferry St / SR 47 Ramps													
Base	0	409	404	4	256	0	0	0	0	164	0	5	1242
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	409	404	4	256	0	0	0	0	164	0	5	1242
#5 Anaheim St / Henry Ford Ave													
Base	267	295	204	185	226	43	99	1169	233	70	876	171	3838
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	267	295	204	185	226	43	99	1169	233	70	876	171	3838
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	328	35	107	372	50	70	2	13	89	0	355	1431
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	328	35	107	372	50	70	2	13	89	0	355	1431
#7 Alameda Street / Henry Ford Avenue													
Base	2	636	21	5	225	0	130	1	7	19	5	30	1081
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	636	21	5	225	0	130	1	7	19	5	30	1081
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	189	0	319	261	1178	0	0	986	178	3111
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	189	0	319	261	1178	0	0	986	178	3111
#9 Alameda St / PCH Ramp (O St)													
Base	0	646	208	305	785	0	0	0	0	102	0	373	2419
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	646	208	305	785	0	0	0	0	102	0	373	2419

APL
2027 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	6	40	22	169	18	150	219	662	1	1	449	295	2032
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	40	22	169	18	150	219	662	1	1	449	295	2032
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1057	56	220	552	0	0	0	0	61	0	568	2514
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1057	56	220	552	0	0	0	0	61	0	568	2514
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	1	1	877	0	0	845	1	1725
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	877	0	0	845	1	1725
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	385	3	356	9	2	9	2	892	300	149	342	1	2450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	385	3	356	9	2	9	2	892	300	149	342	1	2450
#14 Ferry St / Terminal Way													
Base	43	71	0	0	31	318	609	0	110	0	0	0	1182
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	71	0	0	31	318	609	0	110	0	0	0	1182
#15 Navy Way / Reeves Ave													
Base	17	526	1	16	122	88	580	0	7	2	2	75	1436
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	526	1	16	122	88	580	0	7	2	2	75	1436
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
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 Ocean Blvd / Terminal Island F	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.349	A	xxxxx	0.349	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.349	A	xxxxx	0.349	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.339	A	xxxxx	0.339	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.588	A	xxxxx	0.588	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.266	A	xxxxx	0.266	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000 V/C

APL
2027 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	744	0	0	136	700	0	0	0	14	286	163
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:	10	744	0	0	136	700	0	0	0	14	286	163
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:	10	744	0	0	136	700	0	0	0	14	286	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	744	0	0	136	700	0	0	0	14	286	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	744	0	0	136	700	0	0	0	14	286	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	744	0	0	136	700	0	0	0	14	286	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.00	0.00	0.04	0.24	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

APL
2027 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.349
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	6	4	111	1	0	608	278	0	0	0	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:	0	6	4	111	1	0	608	278	0	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:	0	6	4	111	1	0	608	278	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:	0	6	4	111	1	0	608	278	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	4	111	1	0	608	278	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
FinalVolume:	0	6	4	111	1	0	608	278	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3171	29	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.03	0.00	0.21	0.09	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2027 Alt 3
PM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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:	334	0	428	0	0	0	0	2167	279	27	2000	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:	334	0	428	0	0	0	0	2167	279	27	2000	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:	334	0	428	0	0	0	0	2167	279	27	2000	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:	334	0	0	0	0	0	0	2167	279	27	2000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	0	0	0	0	0	0	2167	279	27	2000	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
FinalVolume:	334	0	0	0	0	0	0	2167	279	27	2000	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:	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.20	0.01	0.47	0.00
Crit Volume:	167					0			722			14								
Crit Moves:	****								****			****								

APL
2027 Alt 3
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.349
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit			Prot+Permit			Protected			Protected					
Rights:	Ovl			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	409	404	4	256	0	0	0	0	164	0	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:	0	409	404	4	256	0	0	0	0	164	0	5
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	409	404	4	256	0	0	0	0	164	0	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:	0	409	404	4	256	0	0	0	0	164	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	409	404	4	256	0	0	0	0	164	0	5
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
FinalVolume:	0	409	404	4	256	0	0	0	0	164	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2766	0	84
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.29	0.28	0.00	0.09	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Volume:		409			4				0			85								
Crit Moves:		****			****							****								

APL
2027 Alt 3
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	267	295	204	185	226	43	99	1169	233	70	876	171
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:	267	295	204	185	226	43	99	1169	233	70	876	171
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:	267	295	204	185	226	43	99	1169	233	70	876	171
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:	267	295	204	185	226	43	99	1169	0	70	876	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	295	204	185	226	43	99	1169	0	70	876	171
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	267	295	204	185	226	43	99	1169	0	70	876	171
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:	1.43	1.57	1.00	1.00	2.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2031	2244	1425	1425	3592	683	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.14	0.13	0.06	0.06	0.07	0.41	0.00	0.05	0.31	0.12
Crit Volume:			204	185				585		70		
Crit Moves:			****	****				****		****		

APL
2027 Alt 3
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	328	35	107	372	50	70	2	13	89	0	355
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:	10	328	35	107	372	50	70	2	13	89	0	355
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:	10	328	35	107	372	50	70	2	13	89	0	355
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:	10	328	0	107	372	50	70	2	13	89	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	328	0	107	372	50	70	2	13	89	0	355
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
FinalVolume:	10	328	0	107	372	50	70	2	13	89	0	355
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	2.00	1.00	2.00	1.76	0.24	1.00	0.13	0.87	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2424	326	1375	183	1192	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.00	0.04	0.15	0.15	0.05	0.01	0.01	0.06	0.00	0.26
Crit Volume:	10					211	70					355
Crit Moves:	****					****	****					****

APL
2027 Alt 3
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.339
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0	0 1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	2	636	21	5	225	0	130	1	7	19	5	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:	2	636	21	5	225	0	130	1	7	19	5	30
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:	2	636	21	5	225	0	130	1	7	19	5	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:	2	636	21	5	225	0	130	1	7	19	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	636	21	5	225	0	130	1	7	19	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	2	636	21	20	225	0	130	1	7	19	5	30
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:	0.01	1.99	1.00	0.19	1.81	0.00	1.00	0.12	0.88	0.35	0.09	0.56
Final Sat.:	9	2991	1500	279	2721	0	1500	188	1313	528	139	833
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.01	0.02	0.08	0.00	0.09	0.01	0.01	0.04	0.04	0.04
Crit Volume:		319		5			130					54
Crit Moves:		****		****			****					****

APL
2027 Alt 3
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	189	0	319	261	1178	0	0	986	178
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	0	0	189	0	319	261	1178	0	0	986	178
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	0	0	189	0	319	261	1178	0	0	986	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:	0	0	0	189	0	319	261	1178	0	0	986	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	319	261	1178	0	0	986	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
FinalVolume:	0	0	0	189	0	319	261	1178	0	0	986	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3621	654
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.22	0.18	0.41	0.00	0.00	0.27	0.27
Crit Volume:		0		189			261					388
Crit Moves:				****			****					****

APL
2027 Alt 3
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	646	208	305	785	0	0	0	0	102	0	373
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	646	208	305	785	0	0	0	0	102	0	373
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	646	208	305	785	0	0	0	0	102	0	373
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	646	208	305	785	0	0	0	0	102	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	646	208	305	785	0	0	0	0	102	0	373
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
FinalVolume:	0	646	208	305	785	0	0	0	0	102	0	373
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	2.27	0.73	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3234	1041	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.21	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.26
Crit Volume:		285		305				0		102		
Crit Moves:		****		****						****		

APL
2027 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	6	40	22	169	18	150	219	662	1	1	449	295
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:	6	40	22	169	18	150	219	662	1	1	449	295
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:	6	40	22	169	18	150	219	662	1	1	449	295
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:	6	40	22	169	18	150	219	662	1	1	449	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	40	22	169	18	150	219	662	1	1	449	295
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
FinalVolume:	6	40	22	169	18	150	219	662	1	1	449	295
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.18	1.17	0.65	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	282	1882	1035	2892	308	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.21	0.00	0.00	0.28	0.18
Crit Moves:		****		****			****				****	

APL
2027 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1057	56	220	552	0	0	0	0	61	0	568
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	1057	56	220	552	0	0	0	0	61	0	568
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	1057	56	220	552	0	0	0	0	61	0	568
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:	0	1057	56	220	552	0	0	0	0	61	0	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1057	56	220	552	0	0	0	0	61	0	568
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1057	56	220	552	0	0	0	0	61	0	568
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.85	0.15	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4558	242	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.14	0.12	0.00	0.00	0.00	0.00	0.04	0.00	0.18
Crit Moves:		****		****								****

APL
2027 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	1	1	877	0	0	845	1
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	0	0	0	0	1	1	877	0	0	845	1
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	0	0	0	0	1	1	877	0	0	845	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	1	1	877	0	0	845	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	1	1	877	0	0	845	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	1	1	877	0	0	845	1
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.33	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

APL
2027 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0	1! 0	0	1 0	2 0	1	2 0	1 1 0
Volume Module:												
Base Vol:	385	3	356	9	2	9	2	892	300	149	342	1
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:	385	3	356	9	2	9	2	892	300	149	342	1
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:	385	3	356	9	2	9	2	892	300	149	342	1
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	385	3	356	9	2	9	2	892	300	149	342	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	3	356	9	2	9	2	892	300	149	342	1
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	385	3	356	9	2	9	2	892	300	149	342	1
OvlAdjVol:			207						106			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.98 0.02	2.00		0.45 0.10	0.45		1.00 2.00	1.00		2.00 1.99	0.01	
Final Sat.:	3175	25	2880	720	160	720	1600	3200	1600	2880	3191	9
Capacity Analysis Module:												
Vol/Sat:	0.12 0.12	0.12		0.01 0.01	0.01		0.00 0.28	0.19		0.05 0.11	0.11	
OvlAdjV/S:			0.07						0.07			
Crit Moves:	****			****			****			****		

APL
2027 Alt 3
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.266
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0	1 0	1	0	1	2	0	0 0 1
Volume Module:												
Base Vol:	43	71	0	0	31	318	609	0	110	0	0	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:	43	71	0	0	31	318	609	0	110	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:	43	71	0	0	31	318	609	0	110	0	0	0
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Volume:	43	71	0	0	31	318	609	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	71	0	0	31	318	609	0	0	0	0	0
PCE Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
FinalVolume:	43	71	0	0	31	318	609	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	1.00		1.00 1.00	1.00		2.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	1425 2850	1425		1425 1425	1425		2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03 0.02	0.00		0.00 0.02	0.22		0.21 0.00	0.00		0.00 0.00	0.00	
Crit Volume:	43			31			305			0		
Crit Moves:	****			****			****					

APL
2027 Alt 3
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	17	526	1	16	122	88	580	0	7	2	2	75
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	526	1	16	122	88	580	0	7	2	2	75
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:	17	526	1	16	122	88	580	0	7	2	2	75
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	526	1	16	122	88	580	0	7	2	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	526	1	16	122	88	580	0	7	2	2	75
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
FinalVolume:	17	526	1	16	122	88	580	0	7	2	2	75
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	2.99	0.01	1.00	1.16	0.84	2.00	0.00	1.00	0.50	0.50	1.00
Final Sat.:	1375	4117	8	1375	1598	1152	2750	0	1375	688	688	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.01	0.08	0.08	0.21	0.00	0.01	0.00	0.00	0.05
Crit Volume:			176		0			290				75
Crit Moves:			****		****			****				****

APL
2027 Alt 4
AM Peak Hour

Scenario Report

Scenario:	2027 Red Proj No New Wharf AM
Command:	2027 Reduced Project No New Wharf AM
Volume:	2027 Reduced Project No New Wharf AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	6	373	0	0	168	773	0	0	0	4	291	98	1713
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	373	0	0	168	773	0	0	0	4	291	98	1713
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	1	0	78	0	0	329	263	0	0	0	0	671
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	78	0	0	329	263	0	0	0	0	671
#3 Seaside Ave / Navy Way													
Base	80	0	263	0	0	0	0	1847	479	108	1928	0	4705
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	0	263	0	0	0	0	1847	479	108	1928	0	4705
#4 Ferry St / SR 47 Ramps													
Base	0	100	129	7	375	0	0	0	0	396	0	2	1009
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	100	129	7	375	0	0	0	0	396	0	2	1009
#5 Anaheim St / Henry Ford Ave													
Base	66	53	40	89	221	27	62	800	284	49	839	114	2644
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	66	53	40	89	221	27	62	800	284	49	839	114	2644
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	117	97	70	199	376	34	46	1	132	15	3	21	1111
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	97	70	199	376	34	46	1	132	15	3	21	1111
#7 Alameda Street / Henry Ford Avenue													
Base	1	403	7	6	444	0	65	1	4	2	2	11	946
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	403	7	6	444	0	65	1	4	2	2	11	946
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	195	0	241	242	857	0	0	849	159	2543
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	195	0	241	242	857	0	0	849	159	2543
#9 Alameda St / PCH Ramp (O St)													
Base	0	343	101	354	638	0	0	0	0	125	0	273	1834
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	343	101	354	638	0	0	0	0	125	0	273	1834

APL
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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	27	6	201	37	155	139	466	3	8	527	198	1772
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	27	6	201	37	155	139	466	3	8	527	198	1772
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	560	66	347	964	0	0	0	0	68	0	331	2336
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	560	66	347	964	0	0	0	0	68	0	331	2336
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	2	0	1	3	656	0	0	756	0	1418
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	1	3	656	0	0	756	0	1418
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	113	31	142	3	20	5	31	442	305	266	655	11	2024
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	113	31	142	3	20	5	31	442	305	266	655	11	2024
#14 Ferry St / Terminal Way													
Base	49	24	0	0	104	584	145	0	21	0	0	0	927
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	49	24	0	0	104	584	145	0	21	0	0	0	927
#15 Navy Way / Reeves Ave													
Base	13	60	8	85	272	171	312	4	14	1	4	18	962
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	60	8	85	272	171	312	4	14	1	4	18	962
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.239	A	xxxxx	0.239	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.271	A	xxxxx	0.271	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.344	A	xxxxx	0.344	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.206	A	xxxxx	0.206	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.288	A	xxxxx	0.288	+ 0.000 V/C

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AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)				Ocean Blvd			
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		Ignore	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 2 0 0		0 0 2 0 2		0 0 0 0 0		1 0 2 0 1	
Volume Module:								
Base Vol:	6 373	0	0 168	773	0 0	0	4 291	98
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:	6 373	0	0 168	773	0 0	0	4 291	98
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:	6 373	0	0 168	773	0 0	0	4 291	98
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Volume:	6 373	0	0 168	773	0 0	0	4 291	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	6 373	0	0 168	773	0 0	0	4 291	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	0.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
FinalVolume:	6 373	0	0 168	773	0 0	0	4 291	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	0.90	1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	1.00 2.00	0.00	0.00 2.00	2.00	0.00 0.00	0.00	1.00 2.00	1.00
Final Sat.:	1600 3200	0	0 3200	2880	0 0	0	1600 3200	1600
Capacity Analysis Module:								
Vol/Sat:	0.00 0.12	0.00	0.00 0.05	0.27	0.00 0.00	0.00	0.00 0.09	0.00
Crit Moves:	****			****				****

APL
2027 Alt 4
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.239
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)				Ocean Blvd			
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		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 2 0 1		1 1 0 0 0		2 0 1 1 0		0 0 0 0 0	
Volume Module:								
Base Vol:	0 1	0	78 0	0	329 263	0	0 0	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:	0 1	0	78 0	0	329 263	0	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:	0 1	0	78 0	0	329 263	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:	0 1	0	78 0	0	329 263	0	0 0	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	0 1	0	78 0	0	329 263	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
FinalVolume:	0 1	0	78 0	0	329 263	0	0 0	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	0.90 1.00	1.00	1.00 1.00	1.00
Lanes:	0.00 2.00	1.00	2.00 0.00	0.00	2.00 2.00	0.00	0.00 0.00	0.00
Final Sat.:	0 3200	1600	3200 0	0	2880 3200	0	0 0	0
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00	0.00	0.02 0.00	0.00	0.11 0.08	0.00	0.00 0.00	0.00
Crit Moves:	****		****		****			

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

Intersection #3 Seaside Ave / Navy Way

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

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	1
Volume Module:												
Base Vol:	80	0	263	0	0	0	0	1847	479	108	1928	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:	80	0	263	0	0	0	0	1847	479	108	1928	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:	80	0	263	0	0	0	0	1847	479	108	1928	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:	80	0	0	0	0	0	0	1847	479	108	1928	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	0	0	0	0	0	0	1847	479	108	1928	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
FinalVolume:	80	0	0	0	0	0	0	1847	479	108	1928	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	0.34	0.04	0.45	0.00
Crit Volume:	40			0				616		54		
Crit Moves:	****							****		****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.271
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	100	129	7	375	0	0	0	0	396	0	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:	0	100	129	7	375	0	0	0	0	396	0	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:	0	100	129	7	375	0	0	0	0	396	0	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:	0	100	129	7	375	0	0	0	0	396	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	129	7	375	0	0	0	0	396	0	2
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
FinalVolume:	0	100	129	7	375	0	0	0	0	396	0	2
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	2836	0	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.09	0.00	0.13	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Volume:	0				188				0		199	
Crit Moves:	****				****						****	

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	66	53	40	89	221	27	62	800	284	49	839	114
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:	66	53	40	89	221	27	62	800	284	49	839	114
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:	66	53	40	89	221	27	62	800	284	49	839	114
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:	66	53	40	89	221	27	62	800	0	49	839	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	53	40	89	221	27	62	800	0	49	839	114
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	66	53	40	89	221	27	62	800	0	49	839	114
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:	1.66	1.34	1.00	1.00	2.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2371	1904	1425	1425	3810	465	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.06	0.06	0.06	0.04	0.28	0.00	0.03	0.29	0.08
Crit Volume:			40	89			62			420		
Crit Moves:			****	****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.344
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	117	97	70	199	376	34	46	1	132	15	3	21
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:	117	97	70	199	376	34	46	1	132	15	3	21
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:	117	97	70	199	376	34	46	1	132	15	3	21
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:	117	97	0	199	376	34	46	1	132	15	3	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	97	0	199	376	34	46	1	132	15	3	21
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
FinalVolume:	117	97	0	199	376	34	46	1	132	15	3	21
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	2.00	1.00	2.00	1.83	0.17	1.00	0.01	0.99	0.83	0.17	1.00
Final Sat.:	1375	2750	1375	2750	2522	228	1375	10	1365	1146	229	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.00	0.07	0.15	0.15	0.03	0.10	0.10	0.01	0.01	0.02
Crit Volume:	117					205			133		18	
Crit Moves:	****					****			****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.206
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	15	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0 1	0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	1	403	7	6	444	0	65	1	4	2	2	11
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:	1	403	7	6	444	0	65	1	4	2	2	11
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:	1	403	7	6	444	0	65	1	4	2	2	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	403	7	6	444	0	65	1	4	2	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	403	7	6	444	0	65	1	4	2	2	11
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	403	7	12	444	0	65	1	4	2	2	11
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:	0.01	1.99	1.00	0.05	1.95	0.00	1.00	0.20	0.80	0.13	0.13	0.74
Final Sat.:	15	2985	1500	81	2919	0	1500	300	1200	200	200	1100
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.00	0.07	0.15	0.00	0.04	0.00	0.00	0.01	0.01	0.01
Crit Volume:	1			228			65			15		
Crit Moves:	****			****			****			****		

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	195	0	241	242	857	0	0	849	159
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	0	0	195	0	241	242	857	0	0	849	159
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	0	0	195	0	241	242	857	0	0	849	159
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	195	0	241	242	857	0	0	849	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	241	242	857	0	0	849	159
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
FinalVolume:	0	0	0	195	0	241	242	857	0	0	849	159
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3601	674
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.17	0.17	0.30	0.00	0.00	0.24	0.24
Crit Volume:	0			195			242			336		
Crit Moves:				****			****			****		

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	343	101	354	638	0	0	0	0	125	0	273
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	343	101	354	638	0	0	0	0	125	0	273
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	343	101	354	638	0	0	0	0	125	0	273
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	343	101	354	638	0	0	0	0	125	0	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	343	101	354	638	0	0	0	0	125	0	273
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
FinalVolume:	0	343	101	354	638	0	0	0	0	125	0	273
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	2.32	0.68	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3303	972	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.25	0.15	0.00	0.00	0.00	0.00	0.09	0.00	0.19
Crit Volume:		148		354				0		125		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	27	6	201	37	155	139	466	3	8	527	198
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:	5	27	6	201	37	155	139	466	3	8	527	198
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:	5	27	6	201	37	155	139	466	3	8	527	198
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:	5	27	6	201	37	155	139	466	3	8	527	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	27	6	201	37	155	139	466	3	8	527	198
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
FinalVolume:	5	27	6	201	37	155	139	466	3	8	527	198
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.42	0.32	1.69	0.31	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	421	2274	505	2703	497	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.07	0.07	0.10	0.09	0.15	0.00	0.01	0.33	0.12
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	560	66	347	964	0	0	0	0	68	0	331
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	560	66	347	964	0	0	0	0	68	0	331
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	560	66	347	964	0	0	0	0	68	0	331
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:	0	560	66	347	964	0	0	0	0	68	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	560	66	347	964	0	0	0	0	68	0	331
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	560	66	347	964	0	0	0	0	68	0	331
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.68	0.32	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4294	506	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.20	0.00	0.00	0.00	0.00	0.04	0.00	0.10
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	656	0	0	756	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:	0	0	0	2	0	1	3	656	0	0	756	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:	0	0	0	2	0	1	3	656	0	0	756	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:	0	0	0	2	0	1	3	656	0	0	756	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	1	3	656	0	0	756	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
FinalVolume:	0	0	0	2	0	1	3	656	0	0	756	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.67	0.00	0.33	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	853	0	427	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.30	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1 0	2	0 1	2 0	1 1	0
Volume Module:												
Base Vol:	113	31	142	3	20	5	31	442	305	266	655	11
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:	113	31	142	3	20	5	31	442	305	266	655	11
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:	113	31	142	3	20	5	31	442	305	266	655	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:	113	31	142	3	20	5	31	442	305	266	655	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	31	142	3	20	5	31	442	305	266	655	11
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	
FinalVolume:	113	31	142	3	20	5	31	442	305	266	655	11
OvlAdjVol:			0						233			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.57 0.43	2.00		0.11 0.71	0.18		1.00 2.00	1.00		2.00 1.97	0.03	
Final Sat.:	2511 689	2880		171 1143	286		1600 3200	1600		2880 3147	53	
Capacity Analysis Module:												
Vol/Sat:	0.05 0.04	0.05		0.02 0.02	0.02		0.02 0.14	0.19		0.09 0.21	0.21	
OvlAdjV/S:		0.00						0.15				
Crit Moves:	****			****				****	****			

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0	0 0 1	0	0 0	0 0
Volume Module:												
Base Vol:	49	24	0	0	104	584	145	0	21	0	0	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:	49	24	0	0	104	584	145	0	21	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:	49	24	0	0	104	584	145	0	21	0	0	0
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Volume:	49	24	0	0	104	584	145	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	24	0	0	104	584	145	0	0	0	0	0
PCE Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
FinalVolume:	49	24	0	0	104	584	145	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 0.00	0.00	
Lanes:	1.00 2.00	1.00		1.00 1.00	1.00		2.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	1425 2850	1425		1425 1425	1425		2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03 0.01	0.00		0.00 0.07	0.41		0.05 0.00	0.00		0.00 0.00	0.00	
Crit Volume:	49				584		0				0	
Crit Moves:	****				****	****						

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.288
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0	1 1 0	2	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	13	60	8	85	272	171	312	4	14	1	4	18
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:	13	60	8	85	272	171	312	4	14	1	4	18
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:	13	60	8	85	272	171	312	4	14	1	4	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	60	8	85	272	171	312	4	14	1	4	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	60	8	85	272	171	312	4	14	1	4	18
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
FinalVolume:	13	60	8	85	272	171	312	4	14	1	4	18
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	2.65	0.35	1.00	1.23	0.77	2.00	0.22	0.78	0.20	0.80	1.00
Final Sat.:	1375	3640	485	1375	1688	1062	2750	306	1069	275	1100	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.16	0.16	0.11	0.01	0.01	0.00	0.00	0.01
Crit Volume:	13			222			156			5		
Crit Moves:	****			****			****			****		

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Scenario Report

Scenario:	2027 Red Proj No New Wharf MD
Command:	2027 Reduced Project No New Wharf MD
Volume:	2027 Reduced Project No New Wharf MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	4	663	0	0	134	512	0	0	0	6	237	149	1705
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	663	0	0	134	512	0	0	0	6	237	149	1705
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	0	136	4	0	663	285	0	0	0	0	1094
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	136	4	0	663	285	0	0	0	0	1094
#3 Seaside Ave / Navy Way													
Base	301	0	685	0	0	0	0	1164	224	39	1265	0	3678
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	301	0	685	0	0	0	0	1164	224	39	1265	0	3678
#4 Ferry St / SR 47 Ramps													
Base	0	140	223	6	272	0	0	0	0	158	0	5	804
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	140	223	6	272	0	0	0	0	158	0	5	804
#5 Anaheim St / Henry Ford Ave													
Base	200	236	116	176	323	67	91	877	208	104	802	156	3356
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	236	116	176	323	67	91	877	208	104	802	156	3356
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	81	12	30	57	15	203	33	141	73	238	202	1085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	81	12	30	57	15	203	33	141	73	238	202	1085
#7 Alameda Street / Henry Ford Avenue													
Base	0	576	33	6	394	0	97	4	3	1	5	21	1140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	576	33	6	394	0	97	4	3	1	5	21	1140
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	122	0	128	202	866	0	0	750	149	2217
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	122	0	128	202	866	0	0	750	149	2217
#9 Alameda St / PCH Ramp (O St)													
Base	0	675	145	240	627	0	0	0	0	112	0	292	2091
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	675	145	240	627	0	0	0	0	112	0	292	2091

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	8	27	13	139	32	119	169	480	8	9	357	188	1549
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	27	13	139	32	119	169	480	8	9	357	188	1549
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	789	105	165	655	0	0	0	0	89	0	312	2115
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	789	105	165	655	0	0	0	0	89	0	312	2115
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	1	0	3	1	783	0	0	699	0	1487
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	3	1	783	0	0	699	0	1487
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	472	7	210	1	27	6	19	575	359	168	301	10	2155
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	472	7	210	1	27	6	19	575	359	168	301	10	2155
#14 Ferry St / Terminal Way													
Base	35	43	0	0	42	398	319	0	50	0	0	0	887
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	43	0	0	42	398	319	0	50	0	0	0	887
#15 Navy Way / Reeves Ave													
Base	14	380	1	19	124	110	555	1	9	1	2	51	1267
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	380	1	19	124	110	555	1	9	1	2	51	1267
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.376	A	xxxxx	0.376	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.161	A	xxxxx	0.161	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.414	A	xxxxx	0.414	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.279	A	xxxxx	0.279	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.589	A	xxxxx	0.589	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.304	A	xxxxx	0.304	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.331	A	xxxxx	0.331	+ 0.000 V/C

APL
2027 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)				Ocean Blvd			
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		Ignore	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 2 0 0		0 0 2 0 2		0 0 0 0 0		1 0 2 0 1	
Volume Module:								
Base Vol:	4 663	0	0 134	512	0 0	0	6 237	149
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:	4 663	0	0 134	512	0 0	0	6 237	149
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:	4 663	0	0 134	512	0 0	0	6 237	149
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Volume:	4 663	0	0 134	512	0 0	0	6 237	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	4 663	0	0 134	512	0 0	0	6 237	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	0.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
FinalVolume:	4 663	0	0 134	512	0 0	0	6 237	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	0.90	1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	1.00 2.00	0.00	0.00 2.00	2.00	0.00 0.00	0.00	1.00 2.00	1.00
Final Sat.:	1600 3200	0	0 3200	2880	0 0	0	1600 3200	1600
Capacity Analysis Module:								
Vol/Sat:	0.00 0.21	0.00	0.00 0.04	0.18	0.00 0.00	0.00	0.00 0.07	0.00
Crit Moves:	****		****				****	

APL
2027 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)				Ocean Blvd			
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		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 2 0 1		1 1 0 0 0		2 0 1 1 0		0 0 0 0 0	
Volume Module:								
Base Vol:	0 6	0	136 4	0	663 285	0	0 0	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:	0 6	0	136 4	0	663 285	0	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:	0 6	0	136 4	0	663 285	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:	0 6	0	136 4	0	663 285	0	0 0	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	0 6	0	136 4	0	663 285	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
FinalVolume:	0 6	0	136 4	0	663 285	0	0 0	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	0.90 1.00	1.00	1.00 1.00	1.00
Lanes:	0.00 2.00	1.00	1.94 0.06	0.00	2.00 2.00	0.00	0.00 0.00	0.00
Final Sat.:	0 3200	1600	3109 91	0	2880 3200	0	0 0	0
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00	0.00	0.04 0.04	0.00	0.23 0.09	0.00	0.00 0.00	0.00
Crit Moves:	****		****		****			

APL
2027 Alt 4
MD Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	301	0	685	0	0	0	0	1164	224	39	1265	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:	301	0	685	0	0	0	0	1164	224	39	1265	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:	301	0	685	0	0	0	0	1164	224	39	1265	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:	301	0	0	0	0	0	0	1164	224	39	1265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	0	0	0	0	0	0	1164	224	39	1265	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
FinalVolume:	301	0	0	0	0	0	0	1164	224	39	1265	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:	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.16	0.01	0.30	0.00
Crit Volume:	151				0			388			422	
Crit Moves:	****										****	

APL
2027 Alt 4
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.161
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	140	223	6	272	0	0	0	0	158	0	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:	0	140	223	6	272	0	0	0	0	158	0	5
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	140	223	6	272	0	0	0	0	158	0	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:	0	140	223	6	272	0	0	0	0	158	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	140	223	6	272	0	0	0	0	158	0	5
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
FinalVolume:	0	140	223	6	272	0	0	0	0	158	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2763	0	87
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.16	0.00	0.10	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Volume:			223	6					0	0		
Crit Moves:			****	****						****		

APL
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MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	200	236	116	176	323	67	91	877	208	104	802	156
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:	200	236	116	176	323	67	91	877	208	104	802	156
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:	200	236	116	176	323	67	91	877	208	104	802	156
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:	200	236	116	176	323	67	91	877	0	104	802	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	236	116	176	323	67	91	877	0	104	802	156
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	200	236	116	176	323	67	91	877	0	104	802	156
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:	1.38	1.62	1.00	1.00	2.48	0.52	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1961	2314	1425	1425	3541	734	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.08	0.12	0.09	0.09	0.06	0.31	0.00	0.07	0.28	0.11
Crit Volume:	145			176				439		104		
Crit Moves:	****			****				****		****		

APL
2027 Alt 4
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	81	12	30	57	15	203	33	141	73	238	202
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	81	12	30	57	15	203	33	141	73	238	202
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	81	12	30	57	15	203	33	141	73	238	202
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:	0	81	0	30	57	15	203	33	141	73	238	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	81	0	30	57	15	203	33	141	73	238	202
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
FinalVolume:	0	81	0	30	57	15	203	33	141	73	238	202
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	2.00	1.00	2.00	1.58	0.42	1.00	0.19	0.81	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	2177	573	1375	261	1114	323	1052	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.01	0.03	0.03	0.15	0.13	0.13	0.23	0.23	0.15
Crit Volume:		41		15			203			311		
Crit Moves:		****		****			****			****		

APL
2027 Alt 4
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.279
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	576	33	6	394	0	97	4	3	1	5	21
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	576	33	6	394	0	97	4	3	1	5	21
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	576	33	6	394	0	97	4	3	1	5	21
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	576	33	6	394	0	97	4	3	1	5	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	576	33	6	394	0	97	4	3	1	5	21
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	576	33	12	394	0	97	4	3	1	5	21
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	1.00	0.06	1.94	0.00	1.00	0.57	0.43	0.04	0.18	0.78
Final Sat.:	0	3000	1500	91	2909	0	1500	857	643	56	278	1167
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.02	0.07	0.14	0.00	0.06	0.00	0.00	0.02	0.02	0.02
Crit Volume:		288		6			97					27
Crit Moves:		****		****			****					****

APL
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MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	122	0	128	202	866	0	0	750	149
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	0	0	122	0	128	202	866	0	0	750	149
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	0	0	122	0	128	202	866	0	0	750	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	128	202	866	0	0	750	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	128	202	866	0	0	750	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	122	0	128	202	866	0	0	750	149
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3566	709
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.14	0.30	0.00	0.00	0.21	0.21
Crit Volume:		0		122			202					300
Crit Moves:				****			****					****

APL
2027 Alt 4
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	675	145	240	627	0	0	0	0	112	0	292
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	675	145	240	627	0	0	0	0	112	0	292
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	675	145	240	627	0	0	0	0	112	0	292
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	675	145	240	627	0	0	0	0	112	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	675	145	240	627	0	0	0	0	112	0	292
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
FinalVolume:	0	675	145	240	627	0	0	0	0	112	0	292
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3519	756	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.17	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.20
Crit Volume:			273	240					0	112		
Crit Moves:			****	****						****		

APL
2027 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	8	27	13	139	32	119	169	480	8	9	357	188
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:	8	27	13	139	32	119	169	480	8	9	357	188
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:	8	27	13	139	32	119	169	480	8	9	357	188
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:	8	27	13	139	32	119	169	480	8	9	357	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	27	13	139	32	119	169	480	8	9	357	188
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
FinalVolume:	8	27	13	139	32	119	169	480	8	9	357	188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.33	1.13	0.54	1.63	0.37	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	533	1800	867	2601	599	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.05	0.05	0.07	0.11	0.15	0.01	0.01	0.22	0.12
Crit Moves:		****		****			****				****	

APL
2027 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	789	105	165	655	0	0	0	0	89	0	312
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	789	105	165	655	0	0	0	0	89	0	312
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	789	105	165	655	0	0	0	0	89	0	312
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:	0	789	105	165	655	0	0	0	0	89	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	789	105	165	655	0	0	0	0	89	0	312
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	789	105	165	655	0	0	0	0	89	0	312
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.65	0.35	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4236	564	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.10	0.14	0.00	0.00	0.00	0.00	0.06	0.00	0.10
Crit Moves:		****		****								****

APL
2027 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	1	0	3	1	783	0	0	699	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:	0	0	0	1	0	3	1	783	0	0	699	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:	0	0	0	1	0	3	1	783	0	0	699	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:	0	0	0	1	0	3	1	783	0	0	699	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	3	1	783	0	0	699	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
FinalVolume:	0	0	0	1	0	3	1	783	0	0	699	0
OvlAdjVol:						2						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.25	0.00	0.75	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	320	0	960	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.27	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

APL
2027 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0	1! 0	0	1 0	2 0	1	2 0	1 1 0
Volume Module:												
Base Vol:	472	7	210	1	27	6	19	575	359	168	301	10
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:	472	7	210	1	27	6	19	575	359	168	301	10
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:	472	7	210	1	27	6	19	575	359	168	301	10
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:	472	7	210	1	27	6	19	575	359	168	301	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	7	210	1	27	6	19	575	359	168	301	10
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
FinalVolume:	472	7	210	1	27	6	19	575	359	168	301	10
OvlAdjVol:			42						119			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.97 0.03		2.00	0.03 0.79		0.18	1.00 2.00		1.00	2.00 1.94		0.06
Final Sat.:	3153	47	2880	47 1271		282	1600 3200		1600	2880 3097		103
Capacity Analysis Module:												
Vol/Sat:	0.15 0.15		0.07	0.02 0.02		0.02	0.01 0.18		0.22	0.06 0.10		0.10
OvlAdjV/S:			0.01						0.07			
Crit Moves:	****			****				****		****		

APL
2027 Alt 4
MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.304
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0	1 0	1	0	1	2	0	0 0 1
Volume Module:												
Base Vol:	35	43	0	0	42	398	319	0	50	0	0	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:	35	43	0	0	42	398	319	0	50	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:	35	43	0	0	42	398	319	0	50	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	35	43	0	0	42	398	319	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	43	0	0	42	398	319	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	35	43	0	0	42	398	319	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		1.00	1.00 1.00		1.00	2.00 0.00		1.00	0.00 0.00		0.00
Final Sat.:	1425 2850		1425	1425 1425		1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02 0.02		0.00	0.00 0.03		0.28	0.11 0.00		0.00	0.00 0.00		0.00
Crit Volume:	35					398	0				0	
Crit Moves:	****					****	****					

APL
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MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.331
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	1 1	0	2 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	14 380	1		19 124	110		555	1		9	1	2 51
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:	14 380	1		19 124	110		555	1		9	1	2 51
Added Vol:	0 0	0		0 0	0		0	0		0	0	0
PasserByVol:	0 0	0		0 0	0		0	0		0	0	0
Initial Fut:	14 380	1		19 124	110		555	1		9	1	2 51
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:	14 380	1		19 124	110		555	1		9	1	2 51
Reduct Vol:	0 0	0		0 0	0		0	0		0	0	0
Reduced Vol:	14 380	1		19 124	110		555	1		9	1	2 51
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	
FinalVolume:	14 380	1		19 124	110		555	1		9	1	2 51
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 2.99	0.01		1.00 1.06	0.94		2.00 0.10	0.90		0.33 0.67	1.00	
Final Sat.:	1375 4114	11		1375 1457	1293		2750 138	1238		458 917	1375	
Capacity Analysis Module:												
Vol/Sat:	0.01 0.09	0.09		0.01 0.09	0.09		0.20 0.01	0.01		0.00 0.00	0.04	
Crit Volume:		127		0			278				51	
Crit Moves:		****	****				****				****	

APL
2027 Alt 4
PM Peak Hour

Scenario Report

Scenario:	2027 Red Proj No New Wharf PM
Command:	2027 Reduced Project No New Wharf PM
Volume:	2027 Reduced Project No New Wharf PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	761	0	0	136	716	0	0	0	14	286	163	2086
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	761	0	0	136	716	0	0	0	14	286	163	2086
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	4	111	1	0	625	279	0	0	0	0	1026
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	4	111	1	0	625	279	0	0	0	0	1026
#3 Seaside Ave / Navy Way													
Base	346	0	461	0	0	0	0	2167	292	27	2000	0	5293
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	346	0	461	0	0	0	0	2167	292	27	2000	0	5293
#4 Ferry St / SR 47 Ramps													
Base	0	417	404	4	256	0	0	0	0	172	0	5	1258
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	417	404	4	256	0	0	0	0	172	0	5	1258
#5 Anaheim St / Henry Ford Ave													
Base	270	298	204	185	232	43	99	1169	236	70	876	171	3853
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	270	298	204	185	232	43	99	1169	236	70	876	171	3853
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	335	35	107	380	50	70	2	13	89	0	355	1446
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	335	35	107	380	50	70	2	13	89	0	355	1446
#7 Alameda Street / Henry Ford Avenue													
Base	2	640	21	5	231	0	130	1	7	19	5	30	1091
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	640	21	5	231	0	130	1	7	19	5	30	1091
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	189	0	320	262	1178	0	0	986	178	3113
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	189	0	320	262	1178	0	0	986	178	3113
#9 Alameda St / PCH Ramp (O St)													
Base	0	648	209	305	790	0	0	0	0	103	0	373	2428
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	648	209	305	790	0	0	0	0	103	0	373	2428

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	6	40	22	169	18	150	219	662	1	1	449	297	2034
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	40	22	169	18	150	219	662	1	1	449	297	2034
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1059	56	220	555	0	0	0	0	63	0	568	2521
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1059	56	220	555	0	0	0	0	63	0	568	2521
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	1	1	877	0	0	847	1	1727
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	877	0	0	847	1	1727
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	390	3	358	9	2	9	2	892	304	152	342	1	2464
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	390	3	358	9	2	9	2	892	304	152	342	1	2464
#14 Ferry St / Terminal Way													
Base	44	79	0	0	39	318	609	0	111	0	0	0	1200
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	79	0	0	39	318	609	0	111	0	0	0	1200
#15 Navy Way / Reeves Ave													
Base	18	526	1	16	122	101	625	0	7	2	2	75	1495
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	526	1	16	122	101	625	0	7	2	2	75	1495
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.355	A	xxxxx	0.355	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.589	A	xxxxx	0.589	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.272	A	xxxxx	0.272	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.410	A	xxxxx	0.410	+ 0.000 V/C

APL
2027 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	761	0	0	136	716	0	0	0	14	286	163
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:	10	761	0	0	136	716	0	0	0	14	286	163
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:	10	761	0	0	136	716	0	0	0	14	286	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	761	0	0	136	716	0	0	0	14	286	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	761	0	0	136	716	0	0	0	14	286	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	761	0	0	136	716	0	0	0	14	286	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.00	0.00	0.04	0.25	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

APL
2027 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	6	4	111	1	0	625	279	0	0	0	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:	0	6	4	111	1	0	625	279	0	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:	0	6	4	111	1	0	625	279	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:	0	6	4	111	1	0	625	279	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	4	111	1	0	625	279	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
FinalVolume:	0	6	4	111	1	0	625	279	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3171	29	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.03	0.00	0.22	0.09	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2027 Alt 4
PM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

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

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	2	1
Volume Module:												
Base Vol:	346	0	461	0	0	0	0	2167	292	27	2000	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:	346	0	461	0	0	0	0	2167	292	27	2000	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:	346	0	461	0	0	0	0	2167	292	27	2000	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:	346	0	0	0	0	0	0	2167	292	27	2000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	0	0	0	0	0	0	2167	292	27	2000	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
FinalVolume:	346	0	0	0	0	0	0	2167	292	27	2000	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:	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.20	0.01	0.47	0.00
Crit Volume:	173					0		722		14		
Crit Moves:	****							****		****		

APL
2027 Alt 4
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	417	404	4	256	0	0	0	0	172	0	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:	0	417	404	4	256	0	0	0	0	172	0	5
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	417	404	4	256	0	0	0	0	172	0	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:	0	417	404	4	256	0	0	0	0	172	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	417	404	4	256	0	0	0	0	172	0	5
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
FinalVolume:	0	417	404	4	256	0	0	0	0	172	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2769	0	81
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.28	0.00	0.09	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Volume:		417		4						0	88	
Crit Moves:		****		****							****	

APL
2027 Alt 4
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	270	298	204	185	232	43	99	1169	236	70	876	171
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:	270	298	204	185	232	43	99	1169	236	70	876	171
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:	270	298	204	185	232	43	99	1169	236	70	876	171
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:	270	298	204	185	232	43	99	1169	0	70	876	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	298	204	185	232	43	99	1169	0	70	876	171
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	270	298	204	185	232	43	99	1169	0	70	876	171
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:	1.43	1.57	1.00	1.00	2.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2032	2243	1425	1425	3607	668	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.14	0.13	0.06	0.06	0.07	0.41	0.00	0.05	0.31	0.12
Crit Volume:			204	185				585		70		
Crit Moves:			****	****				****		****		

APL
2027 Alt 4
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	335	35	107	380	50	70	2	13	89	0	355
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:	10	335	35	107	380	50	70	2	13	89	0	355
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:	10	335	35	107	380	50	70	2	13	89	0	355
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:	10	335	0	107	380	50	70	2	13	89	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	335	0	107	380	50	70	2	13	89	0	355
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
FinalVolume:	10	335	0	107	380	50	70	2	13	89	0	355
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	2.00	1.00	2.00	1.77	0.23	1.00	0.13	0.87	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2430	320	1375	183	1192	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.00	0.04	0.16	0.16	0.05	0.01	0.01	0.06	0.00	0.26
Crit Volume:	10					215	70					355
Crit Moves:	****					****	****					****

APL
2027 Alt 4
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0 0	1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	2	640	21	5	231	0	130	1	7	19	5	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:	2	640	21	5	231	0	130	1	7	19	5	30
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:	2	640	21	5	231	0	130	1	7	19	5	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:	2	640	21	5	231	0	130	1	7	19	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	640	21	5	231	0	130	1	7	19	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	2	640	21	20	231	0	130	1	7	19	5	30
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:	0.01	1.99	1.00	0.18	1.82	0.00	1.00	0.12	0.88	0.35	0.09	0.56
Final Sat.:	9	2991	1500	271	2729	0	1500	188	1313	528	139	833
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.01	0.02	0.08	0.00	0.09	0.01	0.01	0.04	0.04	0.04
Crit Volume:		321		5			130					54
Crit Moves:		****		****			****					****

APL
2027 Alt 4
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	189	0	320	262	1178	0	0	986	178
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	0	0	189	0	320	262	1178	0	0	986	178
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	0	0	189	0	320	262	1178	0	0	986	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:	0	0	0	189	0	320	262	1178	0	0	986	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	320	262	1178	0	0	986	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
FinalVolume:	0	0	0	189	0	320	262	1178	0	0	986	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3621	654
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.22	0.18	0.41	0.00	0.00	0.27	0.27
Crit Volume:		0		189			262					388
Crit Moves:				****			****					****

APL
2027 Alt 4
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

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:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	648	209	305	790	0	0	0	0	103	0	373
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	648	209	305	790	0	0	0	0	103	0	373
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	648	209	305	790	0	0	0	0	103	0	373
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	648	209	305	790	0	0	0	0	103	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	648	209	305	790	0	0	0	0	103	0	373
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
FinalVolume:	0	648	209	305	790	0	0	0	0	103	0	373
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	2.27	0.73	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3232	1043	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.21	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.26
Crit Volume:			286	305				0		103		
Crit Moves:			****	****						****		

APL
2027 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	6	40	22	169	18	150	219	662	1	1	449	297
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:	6	40	22	169	18	150	219	662	1	1	449	297
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:	6	40	22	169	18	150	219	662	1	1	449	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	40	22	169	18	150	219	662	1	1	449	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	40	22	169	18	150	219	662	1	1	449	297
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
FinalVolume:	6	40	22	169	18	150	219	662	1	1	449	297
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.18	1.17	0.65	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	282	1882	1035	2892	308	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.21	0.00	0.00	0.28	0.19
Crit Moves:		****		****			****				****	

APL
2027 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1059	56	220	555	0	0	0	0	63	0	568
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	1059	56	220	555	0	0	0	0	63	0	568
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	1059	56	220	555	0	0	0	0	63	0	568
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:	0	1059	56	220	555	0	0	0	0	63	0	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1059	56	220	555	0	0	0	0	63	0	568
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1059	56	220	555	0	0	0	0	63	0	568
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.85	0.15	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4559	241	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.14	0.12	0.00	0.00	0.00	0.00	0.04	0.00	0.18
Crit Moves:		****		****								****

APL
2027 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	1	1	877	0	0	847	1
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	0	0	0	0	1	1	877	0	0	847	1
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	0	0	0	0	1	1	877	0	0	847	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	1	1	877	0	0	847	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	1	1	877	0	0	847	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	1	1	877	0	0	847	1
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.33	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

APL
2027 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	390	3	358	9	2	9	2	892	304	152	342	1
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:	390	3	358	9	2	9	2	892	304	152	342	1
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:	390	3	358	9	2	9	2	892	304	152	342	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	3	358	9	2	9	2	892	304	152	342	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	3	358	9	2	9	2	892	304	152	342	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	3	358	9	2	9	2	892	304	152	342	1
OvlAdjVol:			206						107			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.45	0.10	0.45	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	3176	24	2880	720	160	720	1600	3200	1600	2880	3191	9
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.01	0.01	0.01	0.00	0.28	0.19	0.05	0.11	0.11
OvlAdjV/S:			0.07						0.07			
Crit Moves:	****			****			****			****		

APL
2027 Alt 4
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.272
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	44	79	0	0	39	318	609	0	111	0	0	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:	44	79	0	0	39	318	609	0	111	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:	44	79	0	0	39	318	609	0	111	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	44	79	0	0	39	318	609	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	79	0	0	39	318	609	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	44	79	0	0	39	318	609	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.03	0.22	0.21	0.00	0.00	0.00	0.00	0.00
Crit Volume:	44				39		305				0	
Crit Moves:	****				****		****					

APL
2027 Alt 4
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Navy Way					Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	18	526	1	16	122	101	625	0	7	2	2	75
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:	18	526	1	16	122	101	625	0	7	2	2	75
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:	18	526	1	16	122	101	625	0	7	2	2	75
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:	18	526	1	16	122	101	625	0	7	2	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	526	1	16	122	101	625	0	7	2	2	75
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
FinalVolume:	18	526	1	16	122	101	625	0	7	2	2	75
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	2.99	0.01	1.00	1.09	0.91	2.00	0.00	1.00	0.50	0.50	1.00
Final Sat.:	1375	4117	8	1375	1504	1246	2750	0	1375	688	688	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.01	0.08	0.08	0.23	0.00	0.01	0.00	0.00	0.05
Crit Volume:			176		0		313					75
Crit Moves:			****		****		****					****

APL
2027 Alt 6
AM Peak hour

Scenario Report

Scenario:	2027 Prop Proj W Ex Ondock Rail AM
Command:	2027 Prop Project W Ext On Dock Rail AM
Volume:	2027 Prop Project W Ext On Dock Rail AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2027 Alt 6
AM Peak hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	6	411	0	0	168	844	0	0	0	4	294	98	1825
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	411	0	0	168	844	0	0	0	4	294	98	1825
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	1	0	78	0	0	367	265	0	0	0	0	711
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	78	0	0	367	265	0	0	0	0	711
#3 Seaside Ave / Navy Way													
Base	101	0	335	0	0	0	0	1847	538	108	1928	0	4857
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	101	0	335	0	0	0	0	1847	538	108	1928	0	4857
#4 Ferry St / SR 47 Ramps													
Base	0	108	129	7	375	0	0	0	0	434	0	2	1055
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	108	129	7	375	0	0	0	0	434	0	2	1055
#5 Anaheim St / Henry Ford Ave													
Base	69	62	40	89	246	27	62	800	295	49	839	114	2692
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	69	62	40	89	246	27	62	800	295	49	839	114	2692
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	117	110	70	199	413	34	46	1	132	16	3	21	1162
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	110	70	199	413	34	46	1	132	16	3	21	1162
#7 Alameda Street / Henry Ford Avenue													
Base	1	411	7	6	469	0	65	1	4	2	2	11	979
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	411	7	6	469	0	65	1	4	2	2	11	979
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	195	0	243	246	857	0	0	849	159	2549
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	195	0	243	246	857	0	0	849	159	2549
#9 Alameda St / PCH Ramp (O St)													
Base	0	350	103	354	658	0	0	0	0	129	0	273	1867
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	350	103	354	658	0	0	0	0	129	0	273	1867

APL
2027 Alt 6
AM Peak hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	27	6	201	37	155	139	467	3	8	528	207	1783
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	27	6	201	37	155	139	467	3	8	528	207	1783
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	566	66	347	975	0	0	0	0	76	0	331	2361
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	566	66	347	975	0	0	0	0	76	0	331	2361
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	2	0	1	3	657	0	0	765	0	1428
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	1	3	657	0	0	765	0	1428
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	131	31	144	3	20	5	31	442	318	284	655	11	2075
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	131	31	144	3	20	5	31	442	318	284	655	11	2075
#14 Ferry St / Terminal Way													
Base	51	32	0	0	142	584	145	0	24	0	0	0	978
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	32	0	0	142	584	145	0	24	0	0	0	978
#15 Navy Way / Reeves Ave													
Base	16	60	8	85	272	230	405	4	15	1	4	18	1118
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	60	8	85	272	230	405	4	15	1	4	18	1118
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
AM Peak hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
AM Peak hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
AM Peak hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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AM Peak hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
AM Peak hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Veh Del/	V/C	Future LOS	Veh Del/	V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.252	A	xxxxx	0.252	+ 0.000
# 3 Seaside Ave / Navy Way	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.285	A	xxxxx	0.285	+ 0.000
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.214	A	xxxxx	0.214	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.421	A	xxxxx	0.421	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000
# 15 Navy Way / Reeves Ave	A	xxxxx	0.345	A	xxxxx	0.345	+ 0.000

APL
2027 Alt 6
AM Peak hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	6	411	0	0	168	844	0	0	0	4	294	98
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:	6	411	0	0	168	844	0	0	0	4	294	98
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:	6	411	0	0	168	844	0	0	0	4	294	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	411	0	0	168	844	0	0	0	4	294	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	411	0	0	168	844	0	0	0	4	294	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	411	0	0	168	844	0	0	0	4	294	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.05	0.29	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

APL
2027 Alt 6
AM Peak hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.252
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	1	0	78	0	0	367	265	0	0	0	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:	0	1	0	78	0	0	367	265	0	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:	0	1	0	78	0	0	367	265	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:	0	1	0	78	0	0	367	265	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	78	0	0	367	265	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
FinalVolume:	0	1	0	78	0	0	367	265	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.13	0.08	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

APL
2027 Alt 6
AM Peak hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	101	0	335	0	0	0	0	1847	538	108	1928	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:	101	0	335	0	0	0	0	1847	538	108	1928	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:	101	0	335	0	0	0	0	1847	538	108	1928	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:	101	0	0	0	0	0	0	1847	538	108	1928	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	0	0	0	0	0	0	1847	538	108	1928	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
FinalVolume:	101	0	0	0	0	0	0	1847	538	108	1928	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:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.38	0.04	0.45	0.00
Crit Volume:	51			0			616			54		
Crit Moves:	****						****			****		

APL
2027 Alt 6
AM Peak hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.285
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	108	129	7	375	0	0	0	0	434	0	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:	0	108	129	7	375	0	0	0	0	434	0	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:	0	108	129	7	375	0	0	0	0	434	0	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:	0	108	129	7	375	0	0	0	0	434	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	108	129	7	375	0	0	0	0	434	0	2
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
FinalVolume:	0	108	129	7	375	0	0	0	0	434	0	2
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	2837	0	13
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.09	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Volume:	0			188					0	218		
Crit Moves:	****			****						****		

APL
2027 Alt 6
AM Peak hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	69	62	40	89	246	27	62	800	295	49	839	114
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:	69	62	40	89	246	27	62	800	295	49	839	114
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:	69	62	40	89	246	27	62	800	295	49	839	114
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:	69	62	40	89	246	27	62	800	0	49	839	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	62	40	89	246	27	62	800	0	49	839	114
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	69	62	40	89	246	27	62	800	0	49	839	114
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:	1.58	1.42	1.00	1.00	2.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2252	2023	1425	1425	3852	423	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.06	0.06	0.06	0.04	0.28	0.00	0.03	0.29	0.08
Crit Volume:		44			91			62			420	
Crit Moves:		****			****			****			****	

APL
2027 Alt 6
AM Peak hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	117	110	70	199	413	34	46	1	132	16	3	21
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:	117	110	70	199	413	34	46	1	132	16	3	21
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:	117	110	70	199	413	34	46	1	132	16	3	21
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:	117	110	0	199	413	34	46	1	132	16	3	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	110	0	199	413	34	46	1	132	16	3	21
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
FinalVolume:	117	110	0	199	413	34	46	1	132	16	3	21
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	2.00	1.00	2.00	1.85	0.15	1.00	0.01	0.99	0.84	0.16	1.00
Final Sat.:	1375	2750	1375	2750	2541	209	1375	10	1365	1158	217	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.00	0.07	0.16	0.16	0.03	0.10	0.10	0.01	0.01	0.02
Crit Volume:	117				224				133		19	
Crit Moves:	****				****				****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.214
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	15	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	1	0	1 0	0 1	0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	411	7	6	469	0	65	1	4	2	2	11
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:	1	411	7	6	469	0	65	1	4	2	2	11
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:	1	411	7	6	469	0	65	1	4	2	2	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	411	7	6	469	0	65	1	4	2	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	411	7	6	469	0	65	1	4	2	2	11
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	411	7	12	469	0	65	1	4	2	2	11
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:	0.01	1.99	1.00	0.05	1.95	0.00	1.00	0.20	0.80	0.13	0.13	0.74
Final Sat.:	15	2985	1500	77	2923	0	1500	300	1200	200	200	1100
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.00	0.08	0.16	0.00	0.04	0.00	0.00	0.01	0.01	0.01
Crit Volume:	1			241			65			15		
Crit Moves:	****			****			****			****		

APL
2027 Alt 6
AM Peak hour

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

Intersection #8 PCH/Alameda Ramp (O St)

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:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0 0	1	0	2 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	195	0	243	246	857	0	0	849	159
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	0	0	195	0	243	246	857	0	0	849	159
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	0	0	195	0	243	246	857	0	0	849	159
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	195	0	243	246	857	0	0	849	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	243	246	857	0	0	849	159
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
FinalVolume:	0	0	0	195	0	243	246	857	0	0	849	159
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3601	674
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.17	0.17	0.30	0.00	0.00	0.24	0.24
Crit Volume:	0			195			246			336		
Crit Moves:				****			****			****		

APL
2027 Alt 6
AM Peak hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	350	103	354	658	0	0	0	0	129	0	273
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	350	103	354	658	0	0	0	0	129	0	273
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	350	103	354	658	0	0	0	0	129	0	273
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	350	103	354	658	0	0	0	0	129	0	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	103	354	658	0	0	0	0	129	0	273
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
FinalVolume:	0	350	103	354	658	0	0	0	0	129	0	273
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	2.32	0.68	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3303	972	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.25	0.15	0.00	0.00	0.00	0.00	0.09	0.00	0.19
Crit Volume:		151		354				0		129		
Crit Moves:		****		****						****		

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2027 Alt 6
AM Peak hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	27	6	201	37	155	139	467	3	8	528	207
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:	5	27	6	201	37	155	139	467	3	8	528	207
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:	5	27	6	201	37	155	139	467	3	8	528	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:	5	27	6	201	37	155	139	467	3	8	528	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	27	6	201	37	155	139	467	3	8	528	207
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
FinalVolume:	5	27	6	201	37	155	139	467	3	8	528	207
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.42	0.32	1.69	0.31	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	421	2274	505	2703	497	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.07	0.07	0.10	0.09	0.15	0.00	0.01	0.33	0.13
Crit Moves:		****		****			****				****	

APL
2027 Alt 6
AM Peak hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	566	66	347	975	0	0	0	0	76	0	331
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	566	66	347	975	0	0	0	0	76	0	331
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	566	66	347	975	0	0	0	0	76	0	331
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:	0	566	66	347	975	0	0	0	0	76	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	566	66	347	975	0	0	0	0	76	0	331
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	566	66	347	975	0	0	0	0	76	0	331
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.69	0.31	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4299	501	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.20	0.00	0.00	0.00	0.00	0.05	0.00	0.10
Crit Moves:		****		****								****

APL
2027 Alt 6
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	657	0	0	765	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:	0	0	0	2	0	1	3	657	0	0	765	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:	0	0	0	2	0	1	3	657	0	0	765	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:	0	0	0	2	0	1	3	657	0	0	765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	1	3	657	0	0	765	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
FinalVolume:	0	0	0	2	0	1	3	657	0	0	765	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.67	0.00	0.33	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	853	0	427	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.30	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****		****				****	

APL
2027 Alt 6
AM Peak hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0	1! 0	0	1 0	2 0	1	2 0	1 1 0
Volume Module:												
Base Vol:	131	31	144	3	20	5	31	442	318	284	655	11
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:	131	31	144	3	20	5	31	442	318	284	655	11
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:	131	31	144	3	20	5	31	442	318	284	655	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:	131	31	144	3	20	5	31	442	318	284	655	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	31	144	3	20	5	31	442	318	284	655	11
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
FinalVolume:	131	31	144	3	20	5	31	442	318	284	655	11
OvlAdjVol:			0						237			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.62 0.38		2.00	0.11 0.71		0.18	1.00 2.00		1.00	2.00 1.97		0.03
Final Sat.:	2588	612	2880	171 1143		286	1600 3200		1600	2880 3147		53
Capacity Analysis Module:												
Vol/Sat:	0.05 0.05		0.05	0.02 0.02		0.02	0.02 0.14		0.20	0.10 0.21		0.21
OvlAdjV/S:			0.00						0.15			
Crit Moves:	****			****					****	****		

APL
2027 Alt 6
AM Peak hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0	1 0	1	0	1	2	0	0 0 1 0 0
Volume Module:												
Base Vol:	51	32	0	0	142	584	145	0	24	0	0	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:	51	32	0	0	142	584	145	0	24	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:	51	32	0	0	142	584	145	0	24	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	51	32	0	0	142	584	145	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	32	0	0	142	584	145	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	51	32	0	0	142	584	145	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		1.00	1.00 1.00		1.00	2.00 0.00		1.00	0.00 0.00		0.00
Final Sat.:	1425 2850		1425	1425 1425		1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04 0.01		0.00	0.00 0.10		0.41	0.05 0.00		0.00	0.00 0.00		0.00
Crit Volume:	51					584	0				0	
Crit Moves:	****					****	****					

APL
2027 Alt 6
AM Peak hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	1	1 0	2 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	16	60	8	85	272	230	405	4	15	1	4	18
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:	16	60	8	85	272	230	405	4	15	1	4	18
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:	16	60	8	85	272	230	405	4	15	1	4	18
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:	16	60	8	85	272	230	405	4	15	1	4	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	60	8	85	272	230	405	4	15	1	4	18
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	
FinalVolume:	16	60	8	85	272	230	405	4	15	1	4	18
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 2.65	0.35		1.00 1.08	0.92		2.00 0.21	0.79		0.20 0.80	1.00	
Final Sat.:	1375 3640	485		1375 1490	1260		2750 289	1086		275 1100	1375	
Capacity Analysis Module:												
Vol/Sat:	0.01 0.02	0.02		0.06 0.18	0.18		0.15 0.01	0.01		0.00 0.00	0.01	
Crit Volume:	16			251			203			5		
Crit Moves:	****			****			****			****		

APL
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MD Peak Hour

Scenario Report

Scenario:	2027 Prop Proj W Ex Ondock Rail MD
Command:	2027 Prop Project W Ext On Dock Rail MD
Volume:	2027 Prop Project W Ext On Dock Rail MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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MD Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	4	699	0	0	134	555	0	0	0	6	239	149	1786
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	699	0	0	134	555	0	0	0	6	239	149	1786
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	0	136	4	0	699	287	0	0	0	0	1132
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	136	4	0	699	287	0	0	0	0	1132
#3 Seaside Ave / Navy Way													
Base	320	0	753	0	0	0	0	1164	254	39	1265	0	3795
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	320	0	753	0	0	0	0	1164	254	39	1265	0	3795
#4 Ferry St / SR 47 Ramps													
Base	0	146	223	6	272	0	0	0	0	167	0	5	819
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	146	223	6	272	0	0	0	0	167	0	5	819
#5 Anaheim St / Henry Ford Ave													
Base	204	244	116	176	345	67	91	877	210	104	802	156	3392
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	204	244	116	176	345	67	91	877	210	104	802	156	3392
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	92	12	30	81	15	203	33	141	74	238	202	1121
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	92	12	30	81	15	203	33	141	74	238	202	1121
#7 Alameda Street / Henry Ford Avenue													
Base	1	584	33	6	416	0	97	4	3	1	5	21	1171
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	584	33	6	416	0	97	4	3	1	5	21	1171
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	122	0	130	206	866	0	0	750	149	2223
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	122	0	130	206	866	0	0	750	149	2223
#9 Alameda St / PCH Ramp (O St)													
Base	0	682	147	240	646	0	0	0	0	116	0	292	2123
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	682	147	240	646	0	0	0	0	116	0	292	2123

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	8	27	13	139	32	119	169	481	8	9	358	197	1560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	27	13	139	32	119	169	481	8	9	358	197	1560
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	795	105	165	664	0	0	0	0	98	0	312	2139
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	795	105	165	664	0	0	0	0	98	0	312	2139
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	1	0	3	1	784	0	0	708	0	1497
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	3	1	784	0	0	708	0	1497
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	490	7	210	1	27	6	19	575	374	169	301	10	2189
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	490	7	210	1	27	6	19	575	374	169	301	10	2189
#14 Ferry St / Terminal Way													
Base	37	49	0	0	51	398	319	0	53	0	0	0	907
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	49	0	0	51	398	319	0	53	0	0	0	907
#15 Navy Way / Reeves Ave													
Base	16	380	1	19	124	140	643	1	10	1	2	51	1388
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	380	1	19	124	140	643	1	10	1	2	51	1388
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2027 Alt 6
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2027 Alt 6
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Veh	Del/ C	V/	Future LOS	Veh	Del/ C	V/	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx		0.443	A	xxxxx		0.443	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx		0.388	A	xxxxx		0.388	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx		0.408	A	xxxxx		0.408	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx		0.167	A	xxxxx		0.167	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx		0.609	B	xxxxx		0.609	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx		0.419	A	xxxxx		0.419	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx		0.282	A	xxxxx		0.282	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx		0.440	A	xxxxx		0.440	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx		0.444	A	xxxxx		0.444	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	A	xxxxx		0.578	A	xxxxx		0.578	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx		0.538	A	xxxxx		0.538	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx		0.426	A	xxxxx		0.426	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx		0.595	A	xxxxx		0.595	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx		0.305	A	xxxxx		0.305	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx		0.371	A	xxxxx		0.371	+ 0.000 V/C

APL
2027 Alt 6
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)				Ocean Blvd			
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		Ignore	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 2 0 0		0 0 2 0 2		0 0 0 0 0		1 0 2 0 1	
Volume Module:								
Base Vol:	4 699	0	0 134	555	0 0	0	6 239	149
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:	4 699	0	0 134	555	0 0	0	6 239	149
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:	4 699	0	0 134	555	0 0	0	6 239	149
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Volume:	4 699	0	0 134	555	0 0	0	6 239	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	4 699	0	0 134	555	0 0	0	6 239	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	0.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
FinalVolume:	4 699	0	0 134	555	0 0	0	6 239	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	0.90	1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	1.00 2.00	0.00	0.00 2.00	2.00	0.00 0.00	0.00	1.00 2.00	1.00
Final Sat.:	1600 3200	0	0 3200	2880	0 0	0	1600 3200	1600
Capacity Analysis Module:								
Vol/Sat:	0.00 0.22	0.00	0.00 0.04	0.19	0.00 0.00	0.00	0.00 0.07	0.00
Crit Moves:	****		****				****	

APL
2027 Alt 6
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)				Ocean Blvd			
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		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 2 0 1		1 1 0 0 0		2 0 1 1 0		0 0 0 0 0	
Volume Module:								
Base Vol:	0 6	0	136 4	0	699 287	0	0 0	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:	0 6	0	136 4	0	699 287	0	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:	0 6	0	136 4	0	699 287	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:	0 6	0	136 4	0	699 287	0	0 0	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	0 6	0	136 4	0	699 287	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
FinalVolume:	0 6	0	136 4	0	699 287	0	0 0	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	0.90 1.00	1.00	1.00 1.00	1.00
Lanes:	0.00 2.00	1.00	1.94 0.06	0.00	2.00 2.00	0.00	0.00 0.00	0.00
Final Sat.:	0 3200	1600	3109 91	0	2880 3200	0	0 0	0
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00	0.00	0.04 0.04	0.00	0.24 0.09	0.00	0.00 0.00	0.00
Crit Moves:	****		****		****			

APL
2027 Alt 6
MD Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	320	0	753	0	0	0	0	1164	254	39	1265	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:	320	0	753	0	0	0	0	1164	254	39	1265	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:	320	0	753	0	0	0	0	1164	254	39	1265	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:	320	0	0	0	0	0	0	1164	254	39	1265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	0	0	0	0	0	0	1164	254	39	1265	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
FinalVolume:	320	0	0	0	0	0	0	1164	254	39	1265	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:	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.18	0.01	0.30	0.00
Crit Volume:	160			0			388			422		
Crit Moves:	****									****		

APL
2027 Alt 6
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.167
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	146	223	6	272	0	0	0	0	167	0	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:	0	146	223	6	272	0	0	0	0	167	0	5
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	146	223	6	272	0	0	0	0	167	0	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:	0	146	223	6	272	0	0	0	0	167	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	146	223	6	272	0	0	0	0	167	0	5
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
FinalVolume:	0	146	223	6	272	0	0	0	0	167	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2767	0	83
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.16	0.00	0.10	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Volume:		146			6			0		86		
Crit Moves:		****			****					****		

APL
2027 Alt 6
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	204	244	116	176	345	67	91	877	210	104	802	156
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:	204	244	116	176	345	67	91	877	210	104	802	156
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:	204	244	116	176	345	67	91	877	210	104	802	156
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:	204	244	116	176	345	67	91	877	0	104	802	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	244	116	176	345	67	91	877	0	104	802	156
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	204	244	116	176	345	67	91	877	0	104	802	156
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:	1.37	1.63	1.00	1.00	2.51	0.49	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1947	2328	1425	1425	3580	695	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.08	0.12	0.10	0.10	0.06	0.31	0.00	0.07	0.28	0.11
Crit Volume:		149		176				439		104		
Crit Moves:		****		****				****		****		

APL
2027 Alt 6
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	92	12	30	81	15	203	33	141	74	238	202
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	92	12	30	81	15	203	33	141	74	238	202
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	92	12	30	81	15	203	33	141	74	238	202
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:	0	92	0	30	81	15	203	33	141	74	238	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	92	0	30	81	15	203	33	141	74	238	202
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
FinalVolume:	0	92	0	30	81	15	203	33	141	74	238	202
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	2.00	1.00	2.00	1.69	0.31	1.00	0.19	0.81	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	2320	430	1375	261	1114	326	1049	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.01	0.03	0.03	0.15	0.13	0.13	0.23	0.23	0.15
Crit Volume:		46		15			203			312		
Crit Moves:		****		****			****			****		

APL
2027 Alt 6
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.282
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0 1	0	1 0	1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	1	584	33	6	416	0	97	4	3	1	5	21
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:	1	584	33	6	416	0	97	4	3	1	5	21
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:	1	584	33	6	416	0	97	4	3	1	5	21
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	584	33	6	416	0	97	4	3	1	5	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	584	33	6	416	0	97	4	3	1	5	21
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	584	33	12	416	0	97	4	3	1	5	21
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:	0.01	1.99	1.00	0.06	1.94	0.00	1.00	0.57	0.43	0.04	0.18	0.78
Final Sat.:	10	2990	1500	87	2913	0	1500	857	643	56	278	1167
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.02	0.07	0.14	0.00	0.06	0.00	0.00	0.02	0.02	0.02
Crit Volume:		293			6			97				27
Crit Moves:		****			****			****				****

APL
2027 Alt 6
MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0 2	0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	122	0	130	206	866	0	0	750	149
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	0	0	122	0	130	206	866	0	0	750	149
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	0	0	122	0	130	206	866	0	0	750	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	130	206	866	0	0	750	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	130	206	866	0	0	750	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	122	0	130	206	866	0	0	750	149
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3566	709
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.14	0.30	0.00	0.00	0.21	0.21
Crit Volume:		0			122			206				300
Crit Moves:					****			****				****

APL
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MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	682	147	240	646	0	0	0	0	116	0	292
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	682	147	240	646	0	0	0	0	116	0	292
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	682	147	240	646	0	0	0	0	116	0	292
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	682	147	240	646	0	0	0	0	116	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	682	147	240	646	0	0	0	0	116	0	292
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
FinalVolume:	0	682	147	240	646	0	0	0	0	116	0	292
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3517	758	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.17	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.20
Crit Volume:		276		240				0		116		
Crit Moves:		****		****						****		

APL
2027 Alt 6
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	8	27	13	139	32	119	169	481	8	9	358	197
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:	8	27	13	139	32	119	169	481	8	9	358	197
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:	8	27	13	139	32	119	169	481	8	9	358	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:	8	27	13	139	32	119	169	481	8	9	358	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	27	13	139	32	119	169	481	8	9	358	197
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
FinalVolume:	8	27	13	139	32	119	169	481	8	9	358	197
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.33	1.13	0.54	1.63	0.37	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	533	1800	867	2601	599	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.05	0.05	0.07	0.11	0.15	0.01	0.01	0.22	0.12
Crit Moves:		****		****			****				****	

APL
2027 Alt 6
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 1	0	1	0 3	0	0	0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	795	105	165	664	0	0	0	0	98	0	312
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	795	105	165	664	0	0	0	0	98	0	312
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	795	105	165	664	0	0	0	0	98	0	312
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:	0	795	105	165	664	0	0	0	0	98	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	795	105	165	664	0	0	0	0	98	0	312
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	795	105	165	664	0	0	0	0	98	0	312
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.65	0.35	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4240	560	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.10	0.14	0.00	0.00	0.00	0.00	0.06	0.00	0.10
Crit Moves:		****		****								****

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2027 Alt 6
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0	0	0	1! 0	0	1	0 2	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	1	0	3	1	784	0	0	708	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:	0	0	0	1	0	3	1	784	0	0	708	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:	0	0	0	1	0	3	1	784	0	0	708	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:	0	0	0	1	0	3	1	784	0	0	708	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	3	1	784	0	0	708	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
FinalVolume:	0	0	0	1	0	3	1	784	0	0	708	0
OvlAdjVol:						2						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.25	0.00	0.75	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	320	0	960	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.28	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

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2027 Alt 6
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	490	7	210	1	27	6	19	575	374	169	301	10
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:	490	7	210	1	27	6	19	575	374	169	301	10
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:	490	7	210	1	27	6	19	575	374	169	301	10
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:	490	7	210	1	27	6	19	575	374	169	301	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	7	210	1	27	6	19	575	374	169	301	10
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
FinalVolume:	490	7	210	1	27	6	19	575	374	169	301	10
OvlAdjVol:			41						125			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.97	0.03	2.00	0.03	0.79	0.18	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	3155	45	2880	47	1271	282	1600	3200	1600	2880	3097	103
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.07	0.02	0.02	0.02	0.01	0.18	0.23	0.06	0.10	0.10
OvlAdjV/S:			0.01						0.08			
Crit Moves:	****			****				****		****		

APL
2027 Alt 6
MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	37	49	0	0	51	398	319	0	53	0	0	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:	37	49	0	0	51	398	319	0	53	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:	37	49	0	0	51	398	319	0	53	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	37	49	0	0	51	398	319	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	49	0	0	51	398	319	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	37	49	0	0	51	398	319	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.00	0.00	0.04	0.28	0.11	0.00	0.00	0.00	0.00	0.00
Crit Volume:	37					398	0				0	
Crit Moves:	****					****	****					

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MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	16	380		1	19	124		140	643		1	10	1	2		51
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:	16	380		1	19	124		140	643		1	10	1	2		51
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:	16	380		1	19	124		140	643		1	10	1	2		51
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:	16	380		1	19	124		140	643		1	10	1	2		51
Reduct Vol:	0	0		0	0	0		0	0		0	0	0	0		0
Reduced Vol:	16	380		1	19	124		140	643		1	10	1	2		51
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
FinalVolume:	16	380		1	19	124		140	643		1	10	1	2		51
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	2.99		0.01	1.00	1.00		1.00	2.00		0.09	0.91	0.33	0.67		1.00
Final Sat.:	1375	4114		11	1375	1375		1375	2750		125	1250	458	917		1375
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09		0.09	0.01	0.09		0.10	0.23		0.01	0.01	0.00	0.00		0.04
Crit Volume:	16							140	322							51
Crit Moves:	****							****	****							****

APL
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Scenario Report

Scenario:	2027 Prop Proj W Ex Ondock Rail PM
Command:	2027 Prop Project W Ext On Dock Rail PM
Volume:	2027 Prop Project W Ext On Dock Rail PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	788	0	0	136	733	0	0	0	14	287	163	2131
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	788	0	0	136	733	0	0	0	14	287	163	2131
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	4	111	1	0	652	280	0	0	0	0	1054
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	4	111	1	0	652	280	0	0	0	0	1054
#3 Seaside Ave / Navy Way													
Base	361	0	510	0	0	0	0	2167	305	27	2000	0	5370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	361	0	510	0	0	0	0	2167	305	27	2000	0	5370
#4 Ferry St / SR 47 Ramps													
Base	0	424	404	4	256	0	0	0	0	178	0	5	1271
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	424	404	4	256	0	0	0	0	178	0	5	1271
#5 Anaheim St / Henry Ford Ave													
Base	274	304	204	185	239	43	99	1169	237	70	876	171	3871
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	274	304	204	185	239	43	99	1169	237	70	876	171	3871
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	344	35	107	389	50	70	2	13	89	0	355	1464
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	344	35	107	389	50	70	2	13	89	0	355	1464
#7 Alameda Street / Henry Ford Avenue													
Base	2	645	21	5	238	0	130	1	7	19	5	30	1103
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	645	21	5	238	0	130	1	7	19	5	30	1103
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	189	0	321	264	1178	0	0	986	178	3116
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	189	0	321	264	1178	0	0	986	178	3116
#9 Alameda St / PCH Ramp (O St)													
Base	0	652	210	305	796	0	0	0	0	104	0	373	2440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	652	210	305	796	0	0	0	0	104	0	373	2440

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Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)																	
Base	6	40	22		169	18	150		219	662	1		1	449	300		2037
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	6	40	22		169	18	150		219	662	1		1	449	300		2037
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)																	
Base	0	1063	56		220	558	0		0	0	0		65	0	568		2530
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	1063	56		220	558	0		0	0	0		65	0	568		2530
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]																	
Base	0	0	0		0	0	1		1	877	0		0	850	1		1730
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	1		1	877	0		0	850	1		1730
#13 TI Fwy (SR-103) / Sepulveda Blvd																	
Base	401	3	360		9	2	9		2	892	309		154	342	1		2484
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	401	3	360		9	2	9		2	892	309		154	342	1		2484
#14 Ferry St / Terminal Way																	
Base	45	86	0		0	45	318		609	0	112		0	0	0		1215
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	45	86	0		0	45	318		609	0	112		0	0	0		1215
#15 Navy Way / Reeves Ave																	
Base	18	526	1		16	122	114		690	0	8		2	2	75		1574
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	18	526	1		16	122	114		690	0	8		2	2	75		1574
#16 Anaheim St / Alameda St																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#17 Pacific Coast Hwy / Harbor Ave																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#18 Pacific Coast Hwy / Santa Fe Ave																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0

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Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Volume
#19 Pacific Coast Hwy / Site Entrance																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#23 Anaheim St / Farragut Ave																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#31 ICTF Driveway # 1 / Sepulveda Blvd																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#32 Middle Road / Sepulveda Blvd																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#37 Figueroa St / C-St / I-110 Ramps																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#53 Pacific Ave / Front St																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#108 Front St / Knoll Drive																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#110 John S. Gibson / Channel Street																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.364	A	xxxxx	0.364	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	B	xxxxx	0.643	B	xxxxx	0.643	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.365	A	xxxxx	0.365	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.590	A	xxxxx	0.590	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.277	A	xxxxx	0.277	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	788	0	0	136	733	0	0	0	14	287	163
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:	10	788	0	0	136	733	0	0	0	14	287	163
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:	10	788	0	0	136	733	0	0	0	14	287	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	788	0	0	136	733	0	0	0	14	287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	788	0	0	136	733	0	0	0	14	287	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	788	0	0	136	733	0	0	0	14	287	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.00	0.00	0.04	0.25	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

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2027 Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	6	4	111	1	0	652	280	0	0	0	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:	0	6	4	111	1	0	652	280	0	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:	0	6	4	111	1	0	652	280	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:	0	6	4	111	1	0	652	280	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	4	111	1	0	652	280	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
FinalVolume:	0	6	4	111	1	0	652	280	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3171	29	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.03	0.00	0.23	0.09	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2027 Alt 6
PM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

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: 52 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	1	0	3	0	1	2	0	3	0	0	
Volume Module:																						
Base Vol:	361	0	510	0	0	0	0	2167	305	27	2000	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:	361	0	510	0	0	0	0	2167	305	27	2000	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:	361	0	510	0	0	0	0	2167	305	27	2000	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:	361	0	0	0	0	0	0	2167	305	27	2000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	0	0	0	0	0	0	2167	305	27	2000	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
FinalVolume:	361	0	0	0	0	0	0	2167	305	27	2000	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:	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.21	0.01	0.47	0.00
Crit Volume:	181					0			722			14										
Crit Moves:	****								****			****										

APL
2027 Alt 6
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

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: 36 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	424	404	4	256	0	0	0	0	178	0	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:	0	424	404	4	256	0	0	0	0	178	0	5
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	424	404	4	256	0	0	0	0	178	0	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:	0	424	404	4	256	0	0	0	0	178	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	424	404	4	256	0	0	0	0	178	0	5
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
FinalVolume:	0	424	404	4	256	0	0	0	0	178	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.95	0.00	0.05
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2772	0	78
Capacity Analysis Module:																						
Vol/Sat:	0.00	0.30	0.28	0.00	0.09	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Volume:		424			4					0	91	
Crit Moves:		****			****						****	

APL
2027 Alt 6
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	274	304	204	185	239	43	99	1169	237	70	876	171
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:	274	304	204	185	239	43	99	1169	237	70	876	171
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:	274	304	204	185	239	43	99	1169	237	70	876	171
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:	274	304	204	185	239	43	99	1169	0	70	876	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	304	204	185	239	43	99	1169	0	70	876	171
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	274	304	204	185	239	43	99	1169	0	70	876	171
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:	1.42	1.58	1.00	1.00	2.54	0.46	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2027	2248	1425	1425	3623	652	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.07	0.07	0.07	0.41	0.00	0.05	0.31	0.12
Crit Volume:			204	185				585		70		
Crit Moves:			****	****				****		****		

APL
2027 Alt 6
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

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: 41 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	344	35	107	389	50	70	2	13	89	0	355
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:	10	344	35	107	389	50	70	2	13	89	0	355
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:	10	344	35	107	389	50	70	2	13	89	0	355
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:	10	344	0	107	389	50	70	2	13	89	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	344	0	107	389	50	70	2	13	89	0	355
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
FinalVolume:	10	344	0	107	389	50	70	2	13	89	0	355
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	2.00	1.00	2.00	1.77	0.23	1.00	0.13	0.87	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2437	313	1375	183	1192	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.04	0.16	0.16	0.05	0.01	0.01	0.06	0.00	0.26
Crit Volume:	10					219	70					355
Crit Moves:	****					****	****					****

APL
2027 Alt 6
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.342
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0 0	1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	2	645	21	5	238	0	130	1	7	19	5	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:	2	645	21	5	238	0	130	1	7	19	5	30
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:	2	645	21	5	238	0	130	1	7	19	5	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:	2	645	21	5	238	0	130	1	7	19	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	645	21	5	238	0	130	1	7	19	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	2	645	21	20	238	0	130	1	7	19	5	30
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:	0.01	1.99	1.00	0.18	1.82	0.00	1.00	0.12	0.88	0.35	0.09	0.56
Final Sat.:	9	2991	1500	263	2737	0	1500	188	1313	528	139	833
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.01	0.02	0.09	0.00	0.09	0.01	0.01	0.04	0.04	0.04
Crit Volume:		323		5			130					54
Crit Moves:		****		****			****					****

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2027 Alt 6
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	189	0	321	264	1178	0	0	986	178
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	0	0	189	0	321	264	1178	0	0	986	178
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	0	0	189	0	321	264	1178	0	0	986	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:	0	0	0	189	0	321	264	1178	0	0	986	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	321	264	1178	0	0	986	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
FinalVolume:	0	0	0	189	0	321	264	1178	0	0	986	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3621	654
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.23	0.19	0.41	0.00	0.00	0.27	0.27
Crit Volume:		0		189			264					388
Crit Moves:				****			****					****

APL
2027 Alt 6
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	652	210	305	796	0	0	0	0	104	0	373
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	652	210	305	796	0	0	0	0	104	0	373
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	652	210	305	796	0	0	0	0	104	0	373
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	652	210	305	796	0	0	0	0	104	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	652	210	305	796	0	0	0	0	104	0	373
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
FinalVolume:	0	652	210	305	796	0	0	0	0	104	0	373
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	2.27	0.73	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3234	1041	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.21	0.19	0.00	0.00	0.00	0.00	0.07	0.00	0.26
Crit Volume:		287		305				0		104		
Crit Moves:		****		****						****		

APL
2027 Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	6	40	22	169	18	150	219	662	1	1	449	300
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:	6	40	22	169	18	150	219	662	1	1	449	300
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:	6	40	22	169	18	150	219	662	1	1	449	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	40	22	169	18	150	219	662	1	1	449	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	40	22	169	18	150	219	662	1	1	449	300
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
FinalVolume:	6	40	22	169	18	150	219	662	1	1	449	300
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.18	1.17	0.65	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	282	1882	1035	2892	308	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.21	0.00	0.00	0.28	0.19
Crit Moves:		****		****			****				****	

APL
2027 Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1063	56	220	558	0	0	0	0	65	0	568
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	1063	56	220	558	0	0	0	0	65	0	568
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	1063	56	220	558	0	0	0	0	65	0	568
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:	0	1063	56	220	558	0	0	0	0	65	0	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1063	56	220	558	0	0	0	0	65	0	568
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1063	56	220	558	0	0	0	0	65	0	568
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.85	0.15	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4560	240	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.14	0.12	0.00	0.00	0.00	0.00	0.04	0.00	0.18
Crit Moves:		****		****								****

APL
2027 Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	1	1	877	0	0	850	1
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	0	0	0	0	1	1	877	0	0	850	1
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	0	0	0	0	1	1	877	0	0	850	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	1	1	877	0	0	850	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	1	1	877	0	0	850	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	1	1	877	0	0	850	1
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.33	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

APL
2027 Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	401	3	360	9	2	9	2	892	309	154	342	1
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:	401	3	360	9	2	9	2	892	309	154	342	1
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:	401	3	360	9	2	9	2	892	309	154	342	1
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	401	3	360	9	2	9	2	892	309	154	342	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	3	360	9	2	9	2	892	309	154	342	1
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	401	3	360	9	2	9	2	892	309	154	342	1
OvlAdjVol:			206						107			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.99 0.01		2.00	0.45 0.10		0.45	1.00 2.00		1.00	2.00 1.99		0.01
Final Sat.:	3176	24	2880	720	160	720	1600 3200		1600	2880 3191		9
Capacity Analysis Module:												
Vol/Sat:	0.13 0.13		0.13	0.01 0.01		0.01	0.00 0.28		0.19	0.05 0.11		0.11
OvlAdjV/S:			0.07						0.07			
Crit Moves:	****			****			****			****		

APL
2027 Alt 6
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.277
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	45	86	0	0	45	318	609	0	112	0	0	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:	45	86	0	0	45	318	609	0	112	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:	45	86	0	0	45	318	609	0	112	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	45	86	0	0	45	318	609	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	86	0	0	45	318	609	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	45	86	0	0	45	318	609	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		1.00	1.00 1.00		1.00	2.00 0.00		1.00	0.00 0.00		0.00
Final Sat.:	1425 2850		1425	1425 1425		1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03 0.03		0.00	0.00 0.03		0.22	0.21 0.00		0.00	0.00 0.00		0.00
Crit Volume:	45			45			305			0		
Crit Moves:	****			****			****					

APL
2027 Alt 6
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0	1 1 0	2	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	18	526	1	16	122	114	690	0	8	2	2	75
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:	18	526	1	16	122	114	690	0	8	2	2	75
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:	18	526	1	16	122	114	690	0	8	2	2	75
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:	18	526	1	16	122	114	690	0	8	2	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	526	1	16	122	114	690	0	8	2	2	75
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
FinalVolume:	18	526	1	16	122	114	690	0	8	2	2	75
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	2.99	0.01	1.00	1.03	0.97	2.00	0.00	1.00	0.50	0.50	1.00
Final Sat.:	1375	4117	8	1375	1422	1328	2750	0	1375	688	688	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.01	0.09	0.09	0.25	0.00	0.01	0.00	0.00	0.05
Crit Volume:			176		0		345					75
Crit Moves:			****		****		****					****

Capacity Analysis Worksheets

NEPA and CEQA Cumulative Analysis

APL
2008 Baseline
AM Peak Hour

Scenario Report

Scenario:	2008 CEQA Baseline AM
Command:	2008 CEQA Baseline AM Peak
Volume:	2008 CEQA Baseline AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2008 Baseline
AM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	6	255	0	0	168	611	0	0	0	4	285	98	1427
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	255	0	0	168	611	0	0	0	4	285	98	1427
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	1	0	78	0	0	211	245	0	0	0	0	535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	78	0	0	211	245	0	0	0	0	535
#3 Seaside Ave / Navy Way													
Base	15	0	49	0	0	0	0	1836	350	108	1918	0	4276
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	0	49	0	0	0	0	1836	350	108	1918	0	4276
#4 Ferry St / SR 47 Ramps													
Base	0	73	118	7	375	0	0	0	0	313	0	2	888
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	73	118	7	375	0	0	0	0	313	0	2	888
#5 Anaheim St / Henry Ford Ave													
Base	53	26	40	89	156	27	62	800	263	49	839	114	2518
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	26	40	89	156	27	62	800	263	49	839	114	2518
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	117	57	70	199	291	34	46	1	132	12	3	21	983
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	57	70	199	291	34	46	1	132	12	3	21	983
#7 Alameda Street / Henry Ford Avenue													
Base	0	376	7	6	379	0	65	1	4	2	2	11	853
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	376	7	6	379	0	65	1	4	2	2	11	853
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	195	0	234	229	857	0	0	849	159	2523
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	195	0	234	229	857	0	0	849	159	2523
#9 Alameda St / PCH Ramp (O St)													
Base	0	323	94	354	586	0	0	0	0	113	0	273	1743
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	323	94	354	586	0	0	0	0	113	0	273	1743

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APL
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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	27	6	202	37	155	139	465	3	8	526	175	1748
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	27	6	202	37	155	139	465	3	8	526	175	1748
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	541	67	347	936	0	0	0	0	45	0	331	2267
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	541	67	347	936	0	0	0	0	45	0	331	2267
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	2	0	1	3	656	0	0	733	0	1395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	1	3	656	0	0	733	0	1395
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	59	31	137	3	20	5	31	442	267	236	655	11	1897
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	31	137	3	20	5	31	442	267	236	655	11	1897
#14 Ferry St / Terminal Way													
Base	44	8	0	0	30	565	124	0	13	0	0	0	784
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	8	0	0	30	565	124	0	13	0	0	0	784
#15 Navy Way / Reeves Ave													
Base	6	60	8	85	272	52	33	4	11	1	4	18	554
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	60	8	85	272	52	33	4	11	1	4	18	554
#16 Anaheim St / Alameda St													
Base	25	127	353	1	172	137	99	820	12	214	873	4	2837
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	127	353	1	172	137	99	820	12	214	873	4	2837
#17 Pacific Coast Hwy / Harbor Ave													
Base	47	21	85	166	64	42	9	976	17	72	1614	67	3180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	47	21	85	166	64	42	9	976	17	72	1614	67	3180
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	131	173	60	5	197	52	68	857	43	79	1339	76	3080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	131	173	60	5	197	52	68	857	43	79	1339	76	3080

APL
2008 Baseline
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	72	0	0	68	0	1048	164	0	1179	93	2624
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	72	0	0	68	0	1048	164	0	1179	93	2624
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	165	2	283	49	0	0	3	86	74	207	60	93	1022
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	165	2	283	49	0	0	3	86	74	207	60	93	1022
#23 Anaheim St / Farragut Ave													
Base	0	0	0	12	0	47	20	987	0	0	1031	11	2108
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	12	0	47	20	987	0	0	1031	11	2108
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	34	0	33	124	0	78	131	573	31	47	677	5	1733
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	0	33	124	0	78	131	573	31	47	677	5	1733
#32 Middle Road / Sepulveda Blvd													
Base	41	2	34	7	0	7	3	603	54	96	684	110	1641
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	2	34	7	0	7	3	603	54	96	684	110	1641
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	576	382	170	1117	0	0	0	0	228	0	166	2639
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	576	382	170	1117	0	0	0	0	228	0	166	2639
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	117	0	350	0	0	0	0	600	112	221	717	0	2117
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	0	350	0	0	0	0	600	112	221	717	0	2117
#229 223rd Stret at I-405 Ramps													
Base	13	23	13	81	2	177	568	412	5	10	755	60	2119
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	23	13	81	2	177	568	412	5	10	755	60	2119
#234 Alameda Street - ICTF In-Gate													
Base	0	836	0	0	1264	0	0	0	0	0	0	0	2100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	836	0	0	1264	0	0	0	0	0	0	0	2100
#892 Pier S Ave / Ocean Blvd													
Base	0	103	0	0	100	99	0	0	0	0	443	208	953
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	103	0	0	100	99	0	0	0	0	443	208	953
#895 Anaheim St / Harbor Ave													
Base	26	38	47	75	40	43	33	772	24	40	1288	260	2686
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	38	47	75	40	43	33	772	24	40	1288	260	2686
#896 Anaheim St / Santa Fe Ave													
Base	21	150	33	192	194	115	89	969	11	40	726	210	2750
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	150	33	192	194	115	89	969	11	40	726	210	2750
#897 Anaheim St / E I St-W 9th St													
Base	137	52	9	160	57	12	40	818	109	23	752	232	2401
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	137	52	9	160	57	12	40	818	109	23	752	232	2401

APL
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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	33	77	4	118	82	232	0	118	236	50	950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	33	77	4	118	82	232	0	118	236	50	950
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	7	0	65	34	468	0	0	683	7	1264
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	7	0	65	34	468	0	0	683	7	1264
#914 Harry Bridges Blvd / Figueroa St													
Base	2	8	0	278	104	55	58	228	55	83	429	266	1566
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	8	0	278	104	55	58	228	55	83	429	266	1566
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	82	0	0	104	243	0	0	0	0	429
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	82	0	0	104	243	0	0	0	0	429
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	25	9	9	10	34	100	157	296	42	12	345	12	1051
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	9	9	10	34	100	157	296	42	12	345	12	1051

APL
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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	23	11	12	6	18	13	17	461	112	37	444	8	1162
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	11	12	6	18	13	17	461	112	37	444	8	1162
#8912 Harry Bridges Blvd / Neptune Ave													
Base	5	0	5	2	2	23	9	659	2	13	437	1	1158
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	5	2	2	23	9	659	2	13	437	1	1158

APL
2008 Baseline
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Veh	V/C	Future LOS	Veh	V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.201	A	xxxxx	0.201	+ 0.000
# 3 Seaside Ave / Navy Way	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.242	A	xxxxx	0.242	+ 0.000
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.311	A	xxxxx	0.311	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.184	A	xxxxx	0.184	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000
# 15 Navy Way / Reeves Ave	A	xxxxx	0.138	A	xxxxx	0.138	+ 0.000

APL
2008 Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)				Ocean Blvd			
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		Ignore	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 2 0 0		0 0 2 0 2		0 0 0 0 0		1 0 2 0 1	
Volume Module:								
Base Vol:	6 255 0		0 168 611		0 0 0		4 285 98	
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:	6 255 0		0 168 611		0 0 0		4 285 98	
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:	6 255 0		0 168 611		0 0 0		4 285 98	
User Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 0.00	
PHF Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 0.00	
PHF Volume:	6 255 0		0 168 611		0 0 0		4 285 0	
Reduct Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
Reduced Vol:	6 255 0		0 168 611		0 0 0		4 285 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 0.00	
MLF Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 0.00	
FinalVolume:	6 255 0		0 168 611		0 0 0		4 285 0	
Saturation Flow Module:								
Sat/Lane:	1600 1600 1600		1600 1600 1600		1600 1600 1600		1600 1600 1600	
Adjustment:	1.00 1.00 1.00		1.00 1.00 0.90		1.00 1.00 1.00		1.00 1.00 1.00	
Lanes:	1.00 2.00 0.00		0.00 2.00 2.00		0.00 0.00 0.00		1.00 2.00 1.00	
Final Sat.:	1600 3200 0		0 3200 2880		0 0 0		1600 3200 1600	
Capacity Analysis Module:								
Vol/Sat:	0.00 0.08 0.00		0.00 0.05 0.21		0.00 0.00 0.00		0.00 0.09 0.00	
Crit Moves:	****		****				****	

APL
2008 Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.201
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)				Ocean Blvd			
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		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 2 0 1		1 1 0 0 0		2 0 1 1 0		0 0 0 0 0	
Volume Module:								
Base Vol:	0 1 0		78 0 0		211 245 0		0 0 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:	0 1 0		78 0 0		211 245 0		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:	0 1 0		78 0 0		211 245 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:	0 1 0		78 0 0		211 245 0		0 0 0	
Reduct Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
Reduced Vol:	0 1 0		78 0 0		211 245 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	
FinalVolume:	0 1 0		78 0 0		211 245 0		0 0 0	
Saturation Flow Module:								
Sat/Lane:	1600 1600 1600		1600 1600 1600		1600 1600 1600		1600 1600 1600	
Adjustment:	1.00 1.00 1.00		1.00 1.00 1.00		0.90 1.00 1.00		1.00 1.00 1.00	
Lanes:	0.00 2.00 1.00		2.00 0.00 0.00		2.00 2.00 0.00		0.00 0.00 0.00	
Final Sat.:	0 3200 1600		3200 0 0		2880 3200 0		0 0 0	
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00 0.00		0.02 0.00 0.00		0.07 0.08 0.00		0.00 0.00 0.00	
Crit Moves:	****		****		****			

APL
2008 Baseline
AM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	15	0	49	0	0	0	0	1836	350	108	1918	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:	15	0	49	0	0	0	0	1836	350	108	1918	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:	15	0	49	0	0	0	0	1836	350	108	1918	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:	15	0	0	0	0	0	0	1836	350	108	1918	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	0	0	0	0	0	1836	350	108	1918	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
FinalVolume:	15	0	0	0	0	0	0	1836	350	108	1918	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:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.25	0.04	0.45	0.00
Crit Volume:	8			0			612			54		
Crit Moves:	****						****			****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.242
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	73	118	7	375	0	0	0	0	313	0	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:	0	73	118	7	375	0	0	0	0	313	0	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:	0	73	118	7	375	0	0	0	0	313	0	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:	0	73	118	7	375	0	0	0	0	313	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	73	118	7	375	0	0	0	0	313	0	2
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
FinalVolume:	0	73	118	7	375	0	0	0	0	313	0	2
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	2832	0	18
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Volume:	0			188			0			158		
Crit Moves:	****			****						****		

APL
2008 Baseline
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	53	26	40	89	156	27	62	800	263	49	839	114
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:	53	26	40	89	156	27	62	800	263	49	839	114
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:	53	26	40	89	156	27	62	800	263	49	839	114
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:	53	26	40	89	156	27	62	800	0	49	839	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	26	40	89	156	27	62	800	0	49	839	114
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	53	26	40	89	156	27	62	800	0	49	839	114
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	1.00	1.00	1.00	2.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3644	631	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.06	0.04	0.04	0.04	0.28	0.00	0.03	0.29	0.08
Crit Volume:			40	89			62				420	
Crit Moves:			****	****			****				****	

APL
2008 Baseline
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.311
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	117	57	70	199	291	34	46	1	132	12	3	21
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:	117	57	70	199	291	34	46	1	132	12	3	21
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:	117	57	70	199	291	34	46	1	132	12	3	21
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:	117	57	0	199	291	34	46	1	132	12	3	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	57	0	199	291	34	46	1	132	12	3	21
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
FinalVolume:	117	57	0	199	291	34	46	1	132	12	3	21
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	2.00	1.00	2.00	1.79	0.21	1.00	0.01	0.99	0.80	0.20	1.00
Final Sat.:	1375	2750	1375	2750	2462	288	1375	10	1365	1100	275	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.00	0.07	0.12	0.12	0.03	0.10	0.10	0.01	0.01	0.02
Crit Volume:	117				163				133		15	
Crit Moves:	****				****				****		****	

APL
2008 Baseline
AM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.184
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 14 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0 1	0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	376	7	6	379	0	65	1	4	2	2	11
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	376	7	6	379	0	65	1	4	2	2	11
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	376	7	6	379	0	65	1	4	2	2	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:	0	376	7	6	379	0	65	1	4	2	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	376	7	6	379	0	65	1	4	2	2	11
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	376	7	12	379	0	65	1	4	2	2	11
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	1.00	0.06	1.94	0.00	1.00	0.20	0.80	0.13	0.13	0.74
Final Sat.:	0	3000	1500	95	2905	0	1500	300	1200	200	200	1100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.06	0.13	0.00	0.04	0.00	0.00	0.01	0.01	0.01
Crit Volume:	0				196		65				15	
Crit Moves:	****				****		****				****	

APL
2008 Baseline
AM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	195	0	234	229	857	0	0	849	159
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	0	0	195	0	234	229	857	0	0	849	159
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	0	0	195	0	234	229	857	0	0	849	159
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	195	0	234	229	857	0	0	849	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	234	229	857	0	0	849	159
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
FinalVolume:	0	0	0	195	0	234	229	857	0	0	849	159
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3601	674
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.16	0.16	0.30	0.00	0.00	0.24	0.24
Crit Volume:	0			195			229				336	
Crit Moves:				****			****				****	

APL
2008 Baseline
AM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	323	94	354	586	0	0	0	0	113	0	273
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	323	94	354	586	0	0	0	0	113	0	273
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	323	94	354	586	0	0	0	0	113	0	273
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	323	94	354	586	0	0	0	0	113	0	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	323	94	354	586	0	0	0	0	113	0	273
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
FinalVolume:	0	323	94	354	586	0	0	0	0	113	0	273
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	2.32	0.68	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3311	964	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.25	0.14	0.00	0.00	0.00	0.00	0.08	0.00	0.19
Crit Volume:			139	354				0		113		
Crit Moves:			****	****						****		

APL
2008 Baseline
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	27	6	202	37	155	139	465	3	8	526	175
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:	5	27	6	202	37	155	139	465	3	8	526	175
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:	5	27	6	202	37	155	139	465	3	8	526	175
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:	5	27	6	202	37	155	139	465	3	8	526	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	27	6	202	37	155	139	465	3	8	526	175
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
FinalVolume:	5	27	6	202	37	155	139	465	3	8	526	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.42	0.32	1.69	0.31	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	421	2274	505	2705	495	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.07	0.07	0.10	0.09	0.15	0.00	0.01	0.33	0.11
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	541	67	347	936	0	0	0	0	45	0	331
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	541	67	347	936	0	0	0	0	45	0	331
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	541	67	347	936	0	0	0	0	45	0	331
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:	0	541	67	347	936	0	0	0	0	45	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	541	67	347	936	0	0	0	0	45	0	331
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	541	67	347	936	0	0	0	0	45	0	331
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.67	0.33	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4271	529	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.20	0.00	0.00	0.00	0.00	0.03	0.00	0.10
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1! 0	0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	656	0	0	733	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:	0	0	0	2	0	1	3	656	0	0	733	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:	0	0	0	2	0	1	3	656	0	0	733	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:	0	0	0	2	0	1	3	656	0	0	733	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	1	3	656	0	0	733	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
FinalVolume:	0	0	0	2	0	1	3	656	0	0	733	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.67	0.00	0.33	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	853	0	427	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.29	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****		****				****	

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0	1! 0	0	1 0	2 0	1	2 0	1 1 0
Volume Module:												
Base Vol:	59	31	137	3	20	5	31	442	267	236	655	11
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:	59	31	137	3	20	5	31	442	267	236	655	11
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:	59	31	137	3	20	5	31	442	267	236	655	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:	59	31	137	3	20	5	31	442	267	236	655	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	31	137	3	20	5	31	442	267	236	655	11
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
FinalVolume:	59	31	137	3	20	5	31	442	267	236	655	11
OvlAdjVol:			0						222			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.31 0.69		2.00	0.11 0.71		0.18	1.00 2.00		1.00	2.00 1.97		0.03
Final Sat.:	2098 1102		2880	171 1143		286	1600 3200		1600	2880 3147		53
Capacity Analysis Module:												
Vol/Sat:	0.03 0.03		0.05	0.02 0.02		0.02	0.02 0.14		0.17	0.08 0.21		0.21
OvlAdjV/S:			0.00						0.14			
Crit Moves:	****			****			****				****	

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0	1 0	1	0	1	2	0	0 0 1 0 0
Volume Module:												
Base Vol:	44	8	0	0	30	565	124	0	13	0	0	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:	44	8	0	0	30	565	124	0	13	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:	44	8	0	0	30	565	124	0	13	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	44	8	0	0	30	565	124	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	8	0	0	30	565	124	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	44	8	0	0	30	565	124	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		1.00	1.00 1.00		1.00	2.00 0.00		1.00	0.00 0.00		0.00
Final Sat.:	1425 2850		1425	1425 1425		1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03 0.00		0.00	0.00 0.02		0.40	0.04 0.00		0.00	0.00 0.00		0.00
Crit Volume:	44					565	0				0	
Crit Moves:	****					****	****					

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AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.138
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Navy Way									Reeves Ave								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase					
Rights:	Include				Include				Include				Ovl					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	1	0	1	0	1	1	0	2	0	0	1	0	0	1	0	0	1
Volume Module:																				
Base Vol:	6	60	8			85	272	52			33	4	11			1	4	18		
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:	6	60	8			85	272	52			33	4	11			1	4	18		
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:	6	60	8			85	272	52			33	4	11			1	4	18		
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:	6	60	8			85	272	52			33	4	11			1	4	18		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	6	60	8			85	272	52			33	4	11			1	4	18		
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		
FinalVolume:	6	60	8			85	272	52			33	4	11			1	4	18		
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	2.65	0.35			1.00	1.68	0.32			2.00	0.27	0.73			0.20	0.80	1.00		
Final Sat.:	1375	3640	485			1375	2309	441			2750	367	1008			275	1100	1375		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.02	0.02			0.06	0.12	0.12			0.01	0.01	0.01			0.00	0.00	0.01		
Crit Volume:	6							162			17							5		
Crit Moves:	****							****	****							****				

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Scenario Report

Scenario:	2008 CEQA Baseline MD
Command:	2008 CEQA Baseline MD Peak
Volume:	2008 CEQA Baseline MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	4	548	0	0	134	410	0	0	0	6	233	149	1484
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	548	0	0	134	410	0	0	0	6	233	149	1484
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	0	136	4	0	548	278	0	0	0	0	972
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	136	4	0	548	278	0	0	0	0	972
#3 Seaside Ave / Navy Way													
Base	241	0	477	0	0	0	0	1153	152	39	1274	0	3336
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	241	0	477	0	0	0	0	1153	152	39	1274	0	3336
#4 Ferry St / SR 47 Ramps													
Base	0	119	212	6	272	0	0	0	0	127	0	5	741
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	119	212	6	272	0	0	0	0	127	0	5	741
#5 Anaheim St / Henry Ford Ave													
Base	190	209	116	176	271	67	91	877	202	104	802	156	3261
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	209	116	176	271	67	91	877	202	104	802	156	3261
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	43	12	30	0	15	203	33	141	70	238	202	987
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	43	12	30	0	15	203	33	141	70	238	202	987
#7 Alameda Street / Henry Ford Avenue													
Base	0	549	33	6	342	0	97	4	3	1	5	21	1061
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	549	33	6	342	0	97	4	3	1	5	21	1061
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	122	0	122	192	866	0	0	750	149	2201
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	122	0	122	192	866	0	0	750	149	2201
#9 Alameda St / PCH Ramp (O St)													
Base	0	655	139	240	585	0	0	0	0	103	0	292	2014
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	655	139	240	585	0	0	0	0	103	0	292	2014

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	8	27	13	140	32	119	169	479	8	9	356	167	1527
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	27	13	140	32	119	169	479	8	9	356	167	1527
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	770	106	165	634	0	0	0	0	68	0	312	2055
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	770	106	165	634	0	0	0	0	68	0	312	2055
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	1	0	3	1	783	0	0	678	0	1466
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	3	1	783	0	0	678	0	1466
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	416	7	207	1	27	6	19	575	325	164	301	10	2058
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	416	7	207	1	27	6	19	575	325	164	301	10	2058
#14 Ferry St / Terminal Way													
Base	30	33	0	0	20	379	298	0	43	0	0	0	803
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	33	0	0	20	379	298	0	43	0	0	0	803
#15 Navy Way / Reeves Ave													
Base	7	380	1	19	124	48	287	1	6	1	2	51	927
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	380	1	19	124	48	287	1	6	1	2	51	927
#16 Anaheim St / Alameda St													
Base	7	162	343	11	132	112	83	723	15	197	811	17	2613
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	162	343	11	132	112	83	723	15	197	811	17	2613
#17 Pacific Coast Hwy / Harbor Ave													
Base	37	37	235	186	51	51	16	1288	21	76	1137	148	3283
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	37	235	186	51	51	16	1288	21	76	1137	148	3283
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	2	280	100	7	191	87	104	1233	6	0	947	99	3056
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	280	100	7	191	87	104	1233	6	0	947	99	3056

APL
2008 Baseline
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	52	0	0	226	0	1549	200	0	1204	18	3249
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	52	0	0	226	0	1549	200	0	1204	18	3249
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	101	5	210	22	2	4	5	107	176	282	61	174	1149
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	101	5	210	22	2	4	5	107	176	282	61	174	1149
#23 Anaheim St / Farragut Ave													
Base	0	0	0	21	0	77	22	1245	0	0	966	11	2342
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	21	0	77	22	1245	0	0	966	11	2342
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	61	7	16	165	14	118	151	444	48	35	445	4	1508
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	61	7	16	165	14	118	151	444	48	35	445	4	1508
#32 Middle Road / Sepulveda Blvd													
Base	76	11	78	16	3	4	5	509	89	54	415	231	1491
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	76	11	78	16	3	4	5	509	89	54	415	231	1491
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2008 Baseline
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	500	380	138	715	0	0	0	0	176	0	105	2014
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	500	380	138	715	0	0	0	0	176	0	105	2014
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	103	0	355	0	0	0	0	453	94	163	267	0	1435
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	103	0	355	0	0	0	0	453	94	163	267	0	1435
#229 223rd Stret at I-405 Ramps													
Base	8	10	12	80	7	150	504	307	15	30	289	45	1457
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	10	12	80	7	150	504	307	15	30	289	45	1457
#234 Alameda Street - ICTF In-Gate													
Base	0	961	0	0	964	0	0	0	0	0	0	0	1925
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	961	0	0	964	0	0	0	0	0	0	0	1925
#892 Pier S Ave / Ocean Blvd													
Base	0	86	0	0	222	119	0	0	0	0	398	223	1048
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	86	0	0	222	119	0	0	0	0	398	223	1048
#895 Anaheim St / Harbor Ave													
Base	28	36	96	177	66	55	33	1028	41	49	1063	225	2897
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	36	96	177	66	55	33	1028	41	49	1063	225	2897
#896 Anaheim St / Santa Fe Ave													
Base	25	196	42	168	154	129	94	864	24	39	921	250	2906
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	196	42	168	154	129	94	864	24	39	921	250	2906
#897 Anaheim St / E I St-W 9th St													
Base	133	85	15	128	47	17	39	774	101	19	775	212	2345
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	133	85	15	128	47	17	39	774	101	19	775	212	2345

APL
2008 Baseline
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	8	131	8	8	26	62	456	2	27	291	29	1048
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	8	131	8	8	26	62	456	2	27	291	29	1048
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	3	0	45	54	687	0	0	683	9	1481
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	45	54	687	0	0	683	9	1481
#914 Harry Bridges Blvd / Figueroa St													
Base	12	10	9	275	175	56	49	488	11	81	340	347	1853
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	10	9	275	175	56	49	488	11	81	340	347	1853
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	222	0	0	86	588	0	0	0	0	896
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	222	0	0	86	588	0	0	0	0	896
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	32	19	10	4	22	75	100	457	13	5	318	12	1067
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	19	10	4	22	75	100	457	13	5	318	12	1067

APL
2008 Baseline
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	152	20	69	5	11	25	18	392	47	11	458	10	1218
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	152	20	69	5	11	25	18	392	47	11	458	10	1218
#8912 Harry Bridges Blvd / Neptune Ave													
Base	2	3	14	7	2	18	16	532	8	7	632	7	1248
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	3	14	7	2	18	16	532	8	7	632	7	1248

APL
2008 Baseline
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.394	A	xxxxx	0.394	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.336	A	xxxxx	0.336	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.383	A	xxxxx	0.383	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.153	A	xxxxx	0.153	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.270	A	xxxxx	0.270	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.234	A	xxxxx	0.234	+ 0.000 V/C

APL
2008 Baseline
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	4	548	0	0	134	410	0	0	0	6	233	149
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:	4	548	0	0	134	410	0	0	0	6	233	149
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:	4	548	0	0	134	410	0	0	0	6	233	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	4	548	0	0	134	410	0	0	0	6	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	548	0	0	134	410	0	0	0	6	233	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	4	548	0	0	134	410	0	0	0	6	233	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.04	0.14	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:		****		****							****	

APL
2008 Baseline
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	6	0	136	4	0	548	278	0	0	0	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:	0	6	0	136	4	0	548	278	0	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:	0	6	0	136	4	0	548	278	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:	0	6	0	136	4	0	548	278	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	0	136	4	0	548	278	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
FinalVolume:	0	6	0	136	4	0	548	278	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.94	0.06	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3109	91	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.00	0.19	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****		****					

APL
2008 Baseline
MD Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	241	0	477	0	0	0	0	1153	152	39	1274	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:	241	0	477	0	0	0	0	1153	152	39	1274	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:	241	0	477	0	0	0	0	1153	152	39	1274	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:	241	0	0	0	0	0	0	1153	152	39	1274	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	0	0	0	0	0	0	1153	152	39	1274	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
FinalVolume:	241	0	0	0	0	0	0	1153	152	39	1274	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:	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.11	0.01	0.30	0.00
Crit Volume:	121				0			384			425	
Crit Moves:	****										****	

APL
2008 Baseline
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.153
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	119	212	6	272	0	0	0	0	127	0	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:	0	119	212	6	272	0	0	0	0	127	0	5
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	119	212	6	272	0	0	0	0	127	0	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:	0	119	212	6	272	0	0	0	0	127	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	119	212	6	272	0	0	0	0	127	0	5
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
FinalVolume:	0	119	212	6	272	0	0	0	0	127	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.92	0.00	0.08
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2742	0	108
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.15	0.00	0.10	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:			212		6			0			0	
Crit Moves:			****	****						****		

APL
2008 Baseline
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	190	209	116	176	271	67	91	877	202	104	802	156
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:	190	209	116	176	271	67	91	877	202	104	802	156
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:	190	209	116	176	271	67	91	877	202	104	802	156
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:	190	209	116	176	271	67	91	877	0	104	802	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	209	116	176	271	67	91	877	0	104	802	156
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	190	209	116	176	271	67	91	877	0	104	802	156
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:	1.43	1.57	1.00	1.00	2.41	0.59	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2036	2239	1425	1425	3428	847	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.08	0.12	0.08	0.08	0.06	0.31	0.00	0.07	0.28	0.11
Crit Volume:		133		176				439		104		
Crit Moves:		****		****				****		****		

APL
2008 Baseline
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	43	12	30	0	15	203	33	141	70	238	202
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	43	12	30	0	15	203	33	141	70	238	202
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	43	12	30	0	15	203	33	141	70	238	202
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:	0	43	0	30	0	15	203	33	141	70	238	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	43	0	30	0	15	203	33	141	70	238	202
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
FinalVolume:	0	43	0	30	0	15	203	33	141	70	238	202
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	2.00	1.00	2.00	1.00	1.00	1.00	0.19	0.81	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	261	1114	313	1063	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.15	0.13	0.13	0.22	0.22	0.15
Crit Volume:		22		15			203			308		
Crit Moves:		****		****			****			****		

APL
2008 Baseline
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.270
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1 0	1	0	1 0	1	0	0 1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	549	33	6	342	0	97	4	3	1	5	21
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	549	33	6	342	0	97	4	3	1	5	21
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	549	33	6	342	0	97	4	3	1	5	21
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	549	33	6	342	0	97	4	3	1	5	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	549	33	6	342	0	97	4	3	1	5	21
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	549	33	12	342	0	97	4	3	1	5	21
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	1.00	0.07	1.93	0.00	1.00	0.57	0.43	0.04	0.18	0.78
Final Sat.:	0	3000	1500	105	2895	0	1500	857	643	56	278	1167
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.00	0.00	0.02	0.02	0.02
Crit Volume:		275		6			97					27
Crit Moves:		****		****			****					****

APL
2008 Baseline
MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	122	0	122	192	866	0	0	750	149
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	0	0	122	0	122	192	866	0	0	750	149
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	0	0	122	0	122	192	866	0	0	750	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	122	192	866	0	0	750	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	122	192	866	0	0	750	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	122	0	122	192	866	0	0	750	149
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3566	709
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.13	0.30	0.00	0.00	0.21	0.21
Crit Volume:		0		122			192					300
Crit Moves:				****			****					****

APL
2008 Baseline
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

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: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	655	139	240	585	0	0	0	0	103	0	292
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	655	139	240	585	0	0	0	0	103	0	292
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	655	139	240	585	0	0	0	0	103	0	292
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	655	139	240	585	0	0	0	0	103	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	655	139	240	585	0	0	0	0	103	0	292
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
FinalVolume:	0	655	139	240	585	0	0	0	0	103	0	292
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3527	748	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.17	0.14	0.00	0.00	0.00	0.00	0.07	0.00	0.20
Crit Volume:		265		240				0		103		
Crit Moves:		****		****						****		

APL
2008 Baseline
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Alameda St								Sepulveda Blvd Ramp (Sepulveda Ra			
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	8	27	13	140	32	119	169	479	8	9	356	167
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:	8	27	13	140	32	119	169	479	8	9	356	167
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:	8	27	13	140	32	119	169	479	8	9	356	167
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:	8	27	13	140	32	119	169	479	8	9	356	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	27	13	140	32	119	169	479	8	9	356	167
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
FinalVolume:	8	27	13	140	32	119	169	479	8	9	356	167
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.33	1.13	0.54	1.63	0.37	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	533	1800	867	2605	595	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.05	0.05	0.07	0.11	0.15	0.01	0.01	0.22	0.10
Crit Moves:		****		****			****				****	

APL
2008 Baseline
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	770	106	165	634	0	0	0	0	68	0	312
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	770	106	165	634	0	0	0	0	68	0	312
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	770	106	165	634	0	0	0	0	68	0	312
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:	0	770	106	165	634	0	0	0	0	68	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	770	106	165	634	0	0	0	0	68	0	312
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	770	106	165	634	0	0	0	0	68	0	312
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.64	0.36	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4219	581	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.10	0.13	0.00	0.00	0.00	0.00	0.04	0.00	0.10
Crit Moves:		****		****								****

APL
2008 Baseline
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	1	0	3	1	783	0	0	678	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:	0	0	0	1	0	3	1	783	0	0	678	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:	0	0	0	1	0	3	1	783	0	0	678	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:	0	0	0	1	0	3	1	783	0	0	678	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	3	1	783	0	0	678	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
FinalVolume:	0	0	0	1	0	3	1	783	0	0	678	0
OvlAdjVol:						2						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.25	0.00	0.75	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	320	0	960	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.26	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

APL
2008 Baseline
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0	1! 0	0	1 0	2 0	1	2 0	1 1 0
Volume Module:												
Base Vol:	416	7	207	1	27	6	19	575	325	164	301	10
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:	416	7	207	1	27	6	19	575	325	164	301	10
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:	416	7	207	1	27	6	19	575	325	164	301	10
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:	416	7	207	1	27	6	19	575	325	164	301	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	7	207	1	27	6	19	575	325	164	301	10
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
FinalVolume:	416	7	207	1	27	6	19	575	325	164	301	10
OvlAdjVol:			43						113			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.97 0.03		2.00	0.03 0.79		0.18	1.00 2.00		1.00	2.00 1.94		0.06
Final Sat.:	3147	53	2880	47 1271		282	1600 3200		1600	2880 3097		103
Capacity Analysis Module:												
Vol/Sat:	0.13 0.13		0.07	0.02 0.02		0.02	0.01 0.18		0.20	0.06 0.10		0.10
OvlAdjV/S:			0.01						0.07			
Crit Moves:	****			****				****		****		

APL
2008 Baseline
MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0	1 0	1	0	1	2	0	0 0 1 0 0
Volume Module:												
Base Vol:	30	33	0	0	20	379	298	0	43	0	0	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:	30	33	0	0	20	379	298	0	43	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:	30	33	0	0	20	379	298	0	43	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	30	33	0	0	20	379	298	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	33	0	0	20	379	298	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	30	33	0	0	20	379	298	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		1.00	1.00 1.00		1.00	2.00 0.00		1.00	0.00 0.00		0.00
Final Sat.:	1425 2850		1425	1425 1425		1425	2850		0 1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02 0.01		0.00	0.00 0.01		0.27	0.10 0.00		0.00	0.00 0.00		0.00
Crit Volume:	30					379	0					0
Crit Moves:	****					****	****					

APL
2008 Baseline
MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.234
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	1	1 0	2 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	7	380	1	19	124	48	287	1	6	1	2	51
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	380	1	19	124	48	287	1	6	1	2	51
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:	7	380	1	19	124	48	287	1	6	1	2	51
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	380	1	19	124	48	287	1	6	1	2	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	380	1	19	124	48	287	1	6	1	2	51
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	
FinalVolume:	7	380	1	19	124	48	287	1	6	1	2	51
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 2.99	0.01		1.00 1.44	0.56		2.00 0.14	0.86		0.33 0.67	1.00	
Final Sat.:	1375 4114	11		1375 1983	767		2750 196	1179		458 917	1375	
Capacity Analysis Module:												
Vol/Sat:	0.01 0.09	0.09		0.01 0.06	0.06		0.10 0.01	0.01		0.00 0.00	0.04	
Crit Volume:		127		0			144				51	
Crit Moves:		****	****				****				****	

APL
2008 Baseline
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Scenario Report

Scenario:	2008 CEQA Baseline PM
Command:	2008 CEQA Baseline PM Peak
Volume:	2008 CEQA Baseline PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2008 Baseline
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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	664	0	0	136	636	0	0	0	14	283	163	1906
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	664	0	0	136	636	0	0	0	14	283	163	1906
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	6	4	111	1	0	528	274	0	0	0	0	924
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	4	111	1	0	528	274	0	0	0	0	924
#3 Seaside Ave / Navy Way													
Base	288	0	281	0	0	0	0	2161	227	27	1994	0	4978
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	288	0	281	0	0	0	0	2161	227	27	1994	0	4978
#4 Ferry St / SR 47 Ramps													
Base	0	388	398	4	256	0	0	0	0	148	0	5	1199
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	388	398	4	256	0	0	0	0	148	0	5	1199
#5 Anaheim St / Henry Ford Ave													
Base	258	276	204	185	194	43	99	1169	229	70	876	171	3774
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	258	276	204	185	194	43	99	1169	229	70	876	171	3774
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	300	35	107	336	50	70	2	13	87	0	355	1365
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	300	35	107	336	50	70	2	13	87	0	355	1365
#7 Alameda Street / Henry Ford Avenue													
Base	1	618	21	5	193	0	130	1	7	19	5	30	1030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	618	21	5	193	0	130	1	7	19	5	30	1030
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	189	0	314	255	1178	0	0	986	178	3100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	189	0	314	255	1178	0	0	986	178	3100
#9 Alameda St / PCH Ramp (O St)													
Base	0	632	203	305	759	0	0	0	0	96	0	373	2368
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	632	203	305	759	0	0	0	0	96	0	373	2368

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APL
2008 Baseline
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	6	40	22	170	18	150	219	661	1	1	448	282	2018
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	40	22	170	18	150	219	661	1	1	448	282	2018
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1044	57	220	539	0	0	0	0	48	0	568	2476
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1044	57	220	539	0	0	0	0	48	0	568	2476
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	1	1	877	0	0	832	1	1712
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	877	0	0	832	1	1712
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	349	3	351	9	2	9	2	892	280	145	342	1	2385
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	349	3	351	9	2	9	2	892	280	145	342	1	2385
#14 Ferry St / Terminal Way													
Base	40	56	0	0	14	307	598	0	106	0	0	0	1121
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	56	0	0	14	307	598	0	106	0	0	0	1121
#15 Navy Way / Reeves Ave													
Base	13	526	1	16	122	48	387	0	5	2	2	75	1197
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	526	1	16	122	48	387	0	5	2	2	75	1197
#16 Anaheim St / Alameda St													
Base	16	228	755	3	277	164	95	1204	17	195	1035	22	4011
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	228	755	3	277	164	95	1204	17	195	1035	22	4011
#17 Pacific Coast Hwy / Harbor Ave													
Base	53	63	270	182	63	34	24	1782	21	37	1169	126	3824
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	63	270	182	63	34	24	1782	21	37	1169	126	3824
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	2	479	101	7	212	115	148	1393	4	0	981	92	3534
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	479	101	7	212	115	148	1393	4	0	981	92	3534

APL
2008 Baseline
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	42	0	0	126	0	1526	94	0	1204	113	3105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	42	0	0	126	0	1526	94	0	1204	113	3105
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	102	2	215	16	1	1	42	65	215	339	46	153	1197
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	102	2	215	16	1	1	42	65	215	339	46	153	1197
#23 Anaheim St / Farragut Ave													
Base	0	0	0	64	0	204	35	1602	0	0	1228	24	3157
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	64	0	204	35	1602	0	0	1228	24	3157
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	37	0	46	42	4	129	67	831	33	27	690	0	1906
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	0	46	42	4	129	67	831	33	27	690	0	1906
#32 Middle Road / Sepulveda Blvd													
Base	100	0	168	12	0	9	7	850	91	87	634	195	2153
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	0	168	12	0	9	7	850	91	87	634	195	2153
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2008 Baseline
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	1302	582	189	854	0	0	0	0	107	0	184	3218
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1302	582	189	854	0	0	0	0	107	0	184	3218
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	85	0	586	0	0	0	0	1508	175	78	309	0	2741
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	85	0	586	0	0	0	0	1508	175	78	309	0	2741
#229 223rd Stret at I-405 Ramps													
Base	2	7	4	137	0	66	1032	1113	3	4	358	77	2803
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	7	4	137	0	66	1032	1113	3	4	358	77	2803
#234 Alameda Street - ICTF In-Gate													
Base	0	1619	0	0	1075	0	0	0	0	0	0	0	2694
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1619	0	0	1075	0	0	0	0	0	0	0	2694
#892 Pier S Ave / Ocean Blvd													
Base	0	78	0	0	217	83	0	0	0	0	513	228	1119
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	78	0	0	217	83	0	0	0	0	513	228	1119
#895 Anaheim St / Harbor Ave													
Base	25	35	87	182	37	83	30	1539	16	48	1046	166	3294
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	35	87	182	37	83	30	1539	16	48	1046	166	3294
#896 Anaheim St / Santa Fe Ave													
Base	34	344	55	244	244	118	125	1262	27	33	907	203	3596
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	344	55	244	244	118	125	1262	27	33	907	203	3596
#897 Anaheim St / E I St-W 9th St													
Base	208	126	20	105	88	13	38	1364	316	15	922	143	3358
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	208	126	20	105	88	13	38	1364	316	15	922	143	3358

APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	6	2	134	68	2	117	126	505	0	21	381	71	1433
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	2	134	68	2	117	126	505	0	21	381	71	1433
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	2	0	49	52	678	0	0	966	17	1764
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	49	52	678	0	0	966	17	1764
#914 Harry Bridges Blvd / Figueroa St													
Base	12	59	24	248	133	62	43	451	20	75	533	378	2038
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	59	24	248	133	62	43	451	20	75	533	378	2038
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	222	0	0	74	548	0	0	0	0	844
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	222	0	0	74	548	0	0	0	0	844
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	51	56	9	23	9	130	193	590	4	8	462	18	1553
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	56	9	23	9	130	193	590	4	8	462	18	1553

APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	152	23	75	6	6	29	15	577	19	8	627	30	1567
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	152	23	75	6	6	29	15	577	19	8	627	30	1567
#8912 Harry Bridges Blvd / Neptune Ave													
Base	3	0	4	4	3	27	17	639	25	15	866	5	1608
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	4	4	3	27	17	639	25	15	866	5	1608

APL
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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
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.321	A	xxxxx	0.321	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.329	A	xxxxx	0.329	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.332	A	xxxxx	0.332	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.248	A	xxxxx	0.248	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.323	A	xxxxx	0.323	+ 0.000 V/C

APL
2008 Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)				Ocean Blvd			
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		Ignore	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 2 0 0		0 0 2 0 2		0 0 0 0 0		1 0 2 0 1	
Volume Module:								
Base Vol:	10 664 0		0 136 636		0 0 0		14 283 163	
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:	10 664 0		0 136 636		0 0 0		14 283 163	
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:	10 664 0		0 136 636		0 0 0		14 283 163	
User Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 0.00	
PHF Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 0.00	
PHF Volume:	10 664 0		0 136 636		0 0 0		14 283 0	
Reduct Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
Reduced Vol:	10 664 0		0 136 636		0 0 0		14 283 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 0.00	
MLF Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 0.00	
FinalVolume:	10 664 0		0 136 636		0 0 0		14 283 0	
Saturation Flow Module:								
Sat/Lane:	1600 1600 1600		1600 1600 1600		1600 1600 1600		1600 1600 1600	
Adjustment:	1.00 1.00 1.00		1.00 1.00 0.90		1.00 1.00 1.00		1.00 1.00 1.00	
Lanes:	1.00 2.00 0.00		0.00 2.00 2.00		0.00 0.00 0.00		1.00 2.00 1.00	
Final Sat.:	1600 3200 0		0 3200 2880		0 0 0		1600 3200 1600	
Capacity Analysis Module:								
Vol/Sat:	0.01 0.21 0.00		0.00 0.04 0.22		0.00 0.00 0.00		0.01 0.09 0.00	
Crit Moves:	****		****				****	

APL
2008 Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)				Ocean Blvd			
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		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 2 0 1		1 1 0 0 0		2 0 1 1 0		0 0 0 0 0	
Volume Module:								
Base Vol:	0 6 4		111 1 0		528 274 0		0 0 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:	0 6 4		111 1 0		528 274 0		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:	0 6 4		111 1 0		528 274 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:	0 6 4		111 1 0		528 274 0		0 0 0	
Reduct Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
Reduced Vol:	0 6 4		111 1 0		528 274 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	
FinalVolume:	0 6 4		111 1 0		528 274 0		0 0 0	
Saturation Flow Module:								
Sat/Lane:	1600 1600 1600		1600 1600 1600		1600 1600 1600		1600 1600 1600	
Adjustment:	1.00 1.00 1.00		1.00 1.00 1.00		0.90 1.00 1.00		1.00 1.00 1.00	
Lanes:	0.00 2.00 1.00		1.98 0.02 0.00		2.00 2.00 0.00		0.00 0.00 0.00	
Final Sat.:	0 3200 1600		3171 29 0		2880 3200 0		0 0 0	
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00 0.00		0.04 0.03 0.00		0.18 0.09 0.00		0.00 0.00 0.00	
Crit Moves:			**** ****		****			

APL
2008 Baseline
PM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	288	0	281	0	0	0	0	2161	227	27	1994	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:	288	0	281	0	0	0	0	2161	227	27	1994	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:	288	0	281	0	0	0	0	2161	227	27	1994	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:	288	0	0	0	0	0	0	2161	227	27	1994	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	0	0	0	0	0	0	2161	227	27	1994	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
FinalVolume:	288	0	0	0	0	0	0	2161	227	27	1994	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:	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.16	0.01	0.47	0.00
Crit Volume:	144				0			720		14		
Crit Moves:	****							****		****		

APL
2008 Baseline
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	388	398	4	256	0	0	0	0	148	0	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:	0	388	398	4	256	0	0	0	0	148	0	5
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	388	398	4	256	0	0	0	0	148	0	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:	0	388	398	4	256	0	0	0	0	148	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	388	398	4	256	0	0	0	0	148	0	5
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
FinalVolume:	0	388	398	4	256	0	0	0	0	148	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.93	0.00	0.07
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2757	0	93
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.28	0.00	0.09	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:		388			4					0	76	
Crit Moves:		****			****						****	

APL
2008 Baseline
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	258	276	204	185	194	43	99	1169	229	70	876	171
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:	258	276	204	185	194	43	99	1169	229	70	876	171
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:	258	276	204	185	194	43	99	1169	229	70	876	171
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:	258	276	204	185	194	43	99	1169	0	70	876	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	276	204	185	194	43	99	1169	0	70	876	171
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	258	276	204	185	194	43	99	1169	0	70	876	171
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:	1.45	1.55	1.00	1.00	2.46	0.54	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2065	2210	1425	1425	3499	776	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.14	0.13	0.06	0.06	0.07	0.41	0.00	0.05	0.31	0.12
Crit Volume:			204	185				585		70		
Crit Moves:			****	****				****		****		

APL
2008 Baseline
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

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: 39 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	300	35	107	336	50	70	2	13	87	0	355
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:	10	300	35	107	336	50	70	2	13	87	0	355
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:	10	300	35	107	336	50	70	2	13	87	0	355
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:	10	300	0	107	336	50	70	2	13	87	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	300	0	107	336	50	70	2	13	87	0	355
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
FinalVolume:	10	300	0	107	336	50	70	2	13	87	0	355
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	2.00	1.00	2.00	1.74	0.26	1.00	0.13	0.87	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2394	356	1375	183	1192	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.01	0.01	0.06	0.00	0.26
Crit Volume:	10				193		70					355
Crit Moves:	****				****		****					****

APL
2008 Baseline
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.332				
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	17	Level Of Service:	A				

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1 0	0 1	0	0	0 1!	0 0
Volume Module:												
Base Vol:	1	618	21	5	193	0	130	1	7	19	5	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:	1	618	21	5	193	0	130	1	7	19	5	30
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:	1	618	21	5	193	0	130	1	7	19	5	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:	1	618	21	5	193	0	130	1	7	19	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	618	21	5	193	0	130	1	7	19	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	1	618	21	20	193	0	130	1	7	19	5	30
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:	0.01	1.99	1.00	0.22	1.78	0.00	1.00	0.12	0.88	0.35	0.09	0.56
Final Sat.:	5	2995	1500	328	2672	0	1500	188	1313	528	139	833
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.01	0.02	0.07	0.00	0.09	0.01	0.01	0.04	0.04	0.04
Crit Volume:		310		5			130					54
Crit Moves:		****		****			****					****

APL
2008 Baseline
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584				
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	55	Level Of Service:	A				

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	189	0	314	255	1178	0	0	986	178
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	0	0	189	0	314	255	1178	0	0	986	178
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	0	0	189	0	314	255	1178	0	0	986	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:	0	0	0	189	0	314	255	1178	0	0	986	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	314	255	1178	0	0	986	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
FinalVolume:	0	0	0	189	0	314	255	1178	0	0	986	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3621	654
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.22	0.18	0.41	0.00	0.00	0.27	0.27
Crit Volume:		0		189			255					388
Crit Moves:				****			****					****

APL
2008 Baseline
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	632	203	305	759	0	0	0	0	96	0	373
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	632	203	305	759	0	0	0	0	96	0	373
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	632	203	305	759	0	0	0	0	96	0	373
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	632	203	305	759	0	0	0	0	96	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	632	203	305	759	0	0	0	0	96	0	373
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
FinalVolume:	0	632	203	305	759	0	0	0	0	96	0	373
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	2.27	0.73	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3236	1039	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.21	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.26
Crit Volume:		278		305				0		96		
Crit Moves:		****		****						****		

APL
2008 Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	6	40	22	170	18	150	219	661	1	1	448	282
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:	6	40	22	170	18	150	219	661	1	1	448	282
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:	6	40	22	170	18	150	219	661	1	1	448	282
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:	6	40	22	170	18	150	219	661	1	1	448	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	40	22	170	18	150	219	661	1	1	448	282
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
FinalVolume:	6	40	22	170	18	150	219	661	1	1	448	282
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.18	1.17	0.65	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	282	1882	1035	2894	306	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.21	0.00	0.00	0.28	0.18
Crit Moves:		****		****			****				****	

APL
2008 Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1044	57	220	539	0	0	0	0	48	0	568
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	1044	57	220	539	0	0	0	0	48	0	568
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	1044	57	220	539	0	0	0	0	48	0	568
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:	0	1044	57	220	539	0	0	0	0	48	0	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1044	57	220	539	0	0	0	0	48	0	568
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1044	57	220	539	0	0	0	0	48	0	568
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.84	0.16	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4551	249	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.14	0.11	0.00	0.00	0.00	0.00	0.03	0.00	0.18
Crit Moves:		****		****								****

APL
2008 Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	1	1	877	0	0	832	1
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	0	0	0	0	1	1	877	0	0	832	1
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	0	0	0	0	1	1	877	0	0	832	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	1	1	877	0	0	832	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	1	1	877	0	0	832	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	1	1	877	0	0	832	1
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.33	0.00
OvlAdjV/S:						0.00						
Crit Moves:					****			****		****		

APL
2008 Baseline
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	349	3	351	9	2	9	2	892	280	145	342	1
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:	349	3	351	9	2	9	2	892	280	145	342	1
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:	349	3	351	9	2	9	2	892	280	145	342	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	3	351	9	2	9	2	892	280	145	342	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	3	351	9	2	9	2	892	280	145	342	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	349	3	351	9	2	9	2	892	280	145	342	1
OvlAdjVol:			206						104			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.45	0.10	0.45	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	3173	27	2880	720	160	720	1600	3200	1600	2880	3191	9
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.12	0.01	0.01	0.01	0.00	0.28	0.17	0.05	0.11	0.11
OvlAdjV/S:			0.07						0.06			
Crit Moves:	****			****			****			****		

APL
2008 Baseline
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.248
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	40	56	0	0	14	307	598	0	106	0	0	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:	40	56	0	0	14	307	598	0	106	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:	40	56	0	0	14	307	598	0	106	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	40	56	0	0	14	307	598	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	56	0	0	14	307	598	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	40	56	0	0	14	307	598	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.00	0.00	0.01	0.22	0.21	0.00	0.00	0.00	0.00	0.00
Crit Volume:	40				14		299				0	
Crit Moves:	****				****		****					

APL
2008 Baseline
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.323
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0	1 1 0	2	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	13	526	1	16	122	48	387	0	5	2	2	75
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:	13	526	1	16	122	48	387	0	5	2	2	75
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:	13	526	1	16	122	48	387	0	5	2	2	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	526	1	16	122	48	387	0	5	2	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	526	1	16	122	48	387	0	5	2	2	75
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
FinalVolume:	13	526	1	16	122	48	387	0	5	2	2	75
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	2.99	0.01	1.00	1.44	0.56	2.00	0.00	1.00	0.50	0.50	1.00
Final Sat.:	1375	4117	8	1375	1974	776	2750	0	1375	688	688	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.01	0.06	0.06	0.14	0.00	0.00	0.00	0.00	0.05
Crit Volume:			176		0		194					75
Crit Moves:			****		****		****					****

APL
2015 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Scenario Report

Scenario:	2015 NEPA Base AM
Command:	2015 NEPA Base AM Peak
Volume:	2015 NEPA Base AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2015 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	205	0	0	135	675	0	0	0	5	275	100	1400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	205	0	0	135	675	0	0	0	5	275	100	1400
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	140	0	0	210	235	0	0	0	0	585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	140	0	0	210	235	0	0	0	0	585
#3 Seaside Ave / Navy Way													
Base	70	0	560	0	0	0	0	2060	760	0	2030	0	5480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	0	560	0	0	0	0	2060	760	0	2030	0	5480
#4 Ferry St / SR 47 Ramps													
Base	0	185	255	5	380	0	0	0	0	260	0	0	1085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	185	255	5	380	0	0	0	0	260	0	0	1085
#5 Anaheim St / Henry Ford Ave													
Base	110	50	55	120	220	55	80	800	260	40	990	125	2905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	50	55	120	220	55	80	800	260	40	990	125	2905
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	125	120	90	175	370	25	55	0	140	25	5	50	1180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	125	120	90	175	370	25	55	0	140	25	5	50	1180
#7 Alameda Street / Henry Ford Avenue													
Base	0	385	5	5	385	0	80	0	0	0	0	10	870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	385	5	5	385	0	80	0	0	0	0	10	870
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	280	0	335	220	860	0	0	850	155	2700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	280	0	335	220	860	0	0	850	155	2700
#9 Alameda St / PCH Ramp (O St)													
Base	0	395	395	225	590	0	0	0	0	140	0	235	1980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	395	395	225	590	0	0	0	0	140	0	235	1980

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APL
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	225	35	160	140	565	5	10	655	210	2040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	225	35	160	140	565	5	10	655	210	2040
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	555	70	350	940	0	0	0	0	45	0	330	2290
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	555	70	350	940	0	0	0	0	45	0	330	2290
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	795	0	0	870	0	1670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	795	0	0	870	0	1670
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	55	30	150	5	20	5	35	550	320	235	680	10	2095
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	30	150	5	20	5	35	550	320	235	680	10	2095
#14 Ferry St / Terminal Way													
Base	140	95	0	0	205	435	315	0	115	0	0	0	1305
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	95	0	0	205	435	315	0	115	0	0	0	1305
#15 Navy Way / Reeves Ave													
Base	120	305	50	55	255	455	305	20	360	10	15	20	1970
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	305	50	55	255	455	305	20	360	10	15	20	1970
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.217	A	xxxxx	0.217	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.225	A	xxxxx	0.225	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.192	A	xxxxx	0.192	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C

APL
2015 NEPA Baseline/Alt 1/Alt 2
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	205	0	0	135	675	0	0	0	5	275	100
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:	5	205	0	0	135	675	0	0	0	5	275	100
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:	5	205	0	0	135	675	0	0	0	5	275	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	205	0	0	135	675	0	0	0	5	275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	205	0	0	135	675	0	0	0	5	275	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	205	0	0	135	675	0	0	0	5	275	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.00	0.04	0.23	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

APL
2015 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.217
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	140	0	0	210	235	0	0	0	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:	0	0	0	140	0	0	210	235	0	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:	0	0	0	140	0	0	210	235	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:	0	0	0	140	0	0	210	235	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	0	210	235	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
FinalVolume:	0	0	0	140	0	0	210	235	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	1
Volume Module:												
Base Vol:	70	0	560	0	0	0	0	2060	760	0	2030	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	560	0	0	0	0	2060	760	0	2030	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:	70	0	560	0	0	0	0	2060	760	0	2030	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	2060	760	0	2030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	0	0	0	0	0	2060	760	0	2030	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
FinalVolume:	70	0	0	0	0	0	0	2060	760	0	2030	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:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.53	0.00	0.47	0.00
Crit Volume:	0			0					760	0		
Crit Moves:	****								****	****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.225
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	185	255	5	380	0	0	0	0	260	0	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:	0	185	255	5	380	0	0	0	0	260	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:	0	185	255	5	380	0	0	0	0	260	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:	0	185	255	5	380	0	0	0	0	260	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	185	255	5	380	0	0	0	0	260	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
FinalVolume:	0	185	255	5	380	0	0	0	0	260	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.18	0.00	0.13	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Volume:	0				190				0	130		
Crit Moves:	****				****					****		

APL
2015 NEPA Baseline/Alt 1/Alt 2
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	110	50	55	120	220	55	80	800	260	40	990	125
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:	110	50	55	120	220	55	80	800	260	40	990	125
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:	110	50	55	120	220	55	80	800	260	40	990	125
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:	110	50	55	120	220	55	80	800	0	40	990	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	50	55	120	220	55	80	800	0	40	990	125
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	110	50	55	120	220	55	80	800	0	40	990	125
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	1.00	1.00	1.00	2.40	0.60	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3420	855	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.06	0.06	0.06	0.28	0.00	0.03	0.35	0.09
Crit Volume:	55			120			80			495		
Crit Moves:	****			****			****			****		

APL
2015 NEPA Baseline/Alt 1/Alt 2
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	125	120	90	175	370	25	55	0	140	25	5	50
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:	125	120	90	175	370	25	55	0	140	25	5	50
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:	125	120	90	175	370	25	55	0	140	25	5	50
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:	125	120	0	175	370	25	55	0	140	25	5	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	120	0	175	370	25	55	0	140	25	5	50
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
FinalVolume:	125	120	0	175	370	25	55	0	140	25	5	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:	1.00	2.00	1.00	2.00	1.87	0.13	1.00	0.00	1.00	0.83	0.17	1.00
Final Sat.:	1375	2750	1375	2750	2576	174	1375	0	1375	1146	229	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.00	0.06	0.14	0.14	0.04	0.00	0.10	0.02	0.02	0.04
Crit Volume:	125					198			140		30	
Crit Moves:	****					****			****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.192
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	14	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0 1	0	1	0 0	1 0	0	0 0	1
Volume Module:												
Base Vol:	0	385	5	5	385	0	80	0	0	0	0	10
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	385	5	5	385	0	80	0	0	0	0	10
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	385	5	5	385	0	80	0	0	0	0	10
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	385	5	5	385	0	80	0	0	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	385	5	5	385	0	80	0	0	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	385	5	10	385	0	80	0	0	0	0	10
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	1.00	0.05	1.95	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	78	2922	0	1500	1500	0	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.06	0.13	0.00	0.05	0.00	0.00	0.00	0.00	0.01
Crit Volume:	0			198			80					10
Crit Moves:	****			****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	Alameda St								PCH (PCH Ramp)					
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			Ovl			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	0	0	1	0	0	0	1	1	0 2	0	0
Volume Module:														
Base Vol:	0	0	0	280	0	335	220	860	0	0	850	155		
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	0	0	280	0	335	220	860	0	0	850	155		
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	0	0	280	0	335	220	860	0	0	850	155		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	280	0	335	220	860	0	0	850	155		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	280	0	335	220	860	0	0	850	155		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	0	0	280	0	335	220	860	0	0	850	155		
Saturation Flow Module:														
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46		
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3616	659		
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.24	0.15	0.30	0.00	0.00	0.24	0.24		
Crit Volume:	0			280			220				335			
Crit Moves:				****			****				****			

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 1	0	1	0 3	0	0	0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	395	395	225	590	0	0	0	0	140	0	235
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	395	395	225	590	0	0	0	0	140	0	235
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	395	395	225	590	0	0	0	0	140	0	235
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	395	395	225	590	0	0	0	0	140	0	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	395	395	225	590	0	0	0	0	140	0	235
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
FinalVolume:	0	395	395	225	590	0	0	0	0	140	0	235
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	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.28	0.16	0.14	0.00	0.00	0.00	0.00	0.10	0.00	0.16
Crit Volume:			395	225					0	140		
Crit Moves:			****	****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	1 0	0	1	1 0	1	0	2 0 1
Volume Module:												
Base Vol:	5	25	5	225	35	160	140	565	5	10	655	210
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:	5	25	5	225	35	160	140	565	5	10	655	210
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:	5	25	5	225	35	160	140	565	5	10	655	210
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:	5	25	5	225	35	160	140	565	5	10	655	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	225	35	160	140	565	5	10	655	210
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
FinalVolume:	5	25	5	225	35	160	140	565	5	10	655	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.73	0.27	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2769	431	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.08	0.08	0.10	0.09	0.18	0.00	0.01	0.41	0.13
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	555	70	350	940	0	0	0	0	45	0	330
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	555	70	350	940	0	0	0	0	45	0	330
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	555	70	350	940	0	0	0	0	45	0	330
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:	0	555	70	350	940	0	0	0	0	45	0	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	555	70	350	940	0	0	0	0	45	0	330
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	555	70	350	940	0	0	0	0	45	0	330
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.66	0.34	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4262	538	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.20	0.00	0.00	0.00	0.00	0.03	0.00	0.10
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1! 0	0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	795	0	0	870	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:	0	0	0	0	0	0	5	795	0	0	870	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:	0	0	0	0	0	0	5	795	0	0	870	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:	0	0	0	0	0	0	5	795	0	0	870	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	795	0	0	870	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
FinalVolume:	0	0	0	0	0	0	5	795	0	0	870	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.34	0.00
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	55	30	150	5	20	5	35	550	320	235	680	10
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:	55	30	150	5	20	5	35	550	320	235	680	10
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:	55	30	150	5	20	5	35	550	320	235	680	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	30	150	5	20	5	35	550	320	235	680	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	30	150	5	20	5	35	550	320	235	680	10
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
FinalVolume:	55	30	150	5	20	5	35	550	320	235	680	10
OvlAdjVol:			0						277			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.29	0.71	2.00	0.16	0.67	0.17	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	2071	1129	2880	267	1067	267	1600	3200	1600	2880	3154	46
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.02	0.02	0.02	0.02	0.17	0.20	0.08	0.22	0.22
OvlAdjV/S:			0.00						0.17			
Crit Moves:	****			****			****			****		

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

Intersection #14 Ferry St / Terminal Way

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:	38	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	140	95	0	0	205	435	315	0	115	0	0	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:	140	95	0	0	205	435	315	0	115	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:	140	95	0	0	205	435	315	0	115	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	95	0	0	205	435	315	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	95	0	0	205	435	315	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	95	0	0	205	435	315	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.00	0.00	0.14	0.31	0.11	0.00	0.00	0.00	0.00	0.00
Crit Volume:	140					435	0				0	
Crit Moves:	****					****	****					

APL
2015 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

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

Street Name:	Navy Way							Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	1	1	0	2	0	0	1	0	0	1	0	0	1
Volume Module:																
Base Vol:	120	305		50		55	255		455		305		20	360		10	15		20	
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:	120	305		50		55	255		455		305		20	360		10	15		20	
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:	120	305		50		55	255		455		305		20	360		10	15		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:	120	305		50		55	255		455		305		20	360		10	15		20	
Reduct Vol:	0	0		0		0	0		0		0		0	0		0	0		0	
Reduced Vol:	120	305		50		55	255		455		305		20	360		10	15		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	
FinalVolume:	120	305		50		55	255		455		305		20	360		10	15		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:	1.00	2.58		0.42		1.00	1.00		1.00		2.00		0.05	0.95		0.40	0.60		1.00	
Final Sat.:	1375	3544		581		1375	1375		1375		2750		72	1303		550	825		1375	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.09		0.09		0.04	0.19		0.33		0.11		0.28	0.28		0.02	0.02		0.01	
Crit Volume:	120								455				380						25	
Crit Moves:	****								****				****						****	

APL
2015 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Scenario Report

Scenario:	2015 NEPA Base MD
Command:	2015 NEPA Base MD Peak
Volume:	2015 NEPA Base MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2015 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	275	0	0	255	410	0	0	0	5	235	150	1335
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	275	0	0	255	410	0	0	0	5	235	150	1335
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	260	5	0	275	300	0	0	0	0	845
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	260	5	0	275	300	0	0	0	0	845
#3 Seaside Ave / Navy Way													
Base	305	0	1025	0	0	0	0	1240	805	0	1315	0	4690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	305	0	1025	0	0	0	0	1240	805	0	1315	0	4690
#4 Ferry St / SR 47 Ramps													
Base	0	300	460	5	285	0	0	0	0	445	0	5	1500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	300	460	5	285	0	0	0	0	445	0	5	1500
#5 Anaheim St / Henry Ford Ave													
Base	225	240	115	215	335	100	105	840	195	85	800	155	3410
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	225	240	115	215	335	100	105	840	195	85	800	155	3410
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	120	25	30	0	20	195	25	185	105	235	215	1155
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	120	25	30	0	20	195	25	185	105	235	215	1155
#7 Alameda Street / Henry Ford Avenue													
Base	0	555	35	5	345	0	95	5	0	0	5	20	1065
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	555	35	5	345	0	95	5	0	0	5	20	1065
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	255	0	250	205	895	0	0	840	175	2620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	255	0	250	205	895	0	0	840	175	2620
#9 Alameda St / PCH Ramp (O St)													
Base	0	645	295	205	580	0	0	0	0	100	0	285	2110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	645	295	205	580	0	0	0	0	100	0	285	2110

APL
2015 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	150	30	115	175	495	10	10	555	290	1880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	150	30	115	175	495	10	10	555	290	1880
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	720	110	180	610	0	0	0	0	95	0	395	2110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	720	110	180	610	0	0	0	0	95	0	395	2110
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	660	0	0	845	0	1510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	660	0	0	845	0	1510
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	415	5	215	0	25	5	20	590	320	165	305	10	2075
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	415	5	215	0	25	5	20	590	320	165	305	10	2075
#14 Ferry St / Terminal Way													
Base	85	225	0	0	220	510	540	0	215	0	0	0	1795
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	85	225	0	0	220	510	540	0	215	0	0	0	1795
#15 Navy Way / Reeves Ave													
Base	60	545	5	15	300	490	730	5	110	15	10	50	2335
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	545	5	15	300	490	730	5	110	15	10	50	2335
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.369	A	xxxxx	0.369	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.280	A	xxxxx	0.280	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.268	A	xxxxx	0.268	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	275	0	0	255	410	0	0	0	5	235	150
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:	5	275	0	0	255	410	0	0	0	5	235	150
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:	5	275	0	0	255	410	0	0	0	5	235	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	275	0	0	255	410	0	0	0	5	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	275	0	0	255	410	0	0	0	5	235	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	275	0	0	255	410	0	0	0	5	235	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.08	0.14	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.280
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	260	5	0	275	300	0	0	0	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:	0	5	0	260	5	0	275	300	0	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:	0	5	0	260	5	0	275	300	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:	0	5	0	260	5	0	275	300	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	260	5	0	275	300	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
FinalVolume:	0	5	0	260	5	0	275	300	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.96	0.04	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3140	60	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.00	0.10	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	305	0	1025	0	0	0	0	1240	805	0	1315	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:	305	0	1025	0	0	0	0	1240	805	0	1315	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:	305	0	1025	0	0	0	0	1240	805	0	1315	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:	305	0	0	0	0	0	0	1240	805	0	1315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	0	0	0	0	0	0	1240	805	0	1315	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
FinalVolume:	305	0	0	0	0	0	0	1240	805	0	1315	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:	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.56	0.00	0.31	0.00
Crit Volume:	153			0			413			438		
Crit Moves:	****									****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	300	460	5	285	0	0	0	0	445	0	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:	0	300	460	5	285	0	0	0	0	445	0	5
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	300	460	5	285	0	0	0	0	445	0	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:	0	300	460	5	285	0	0	0	0	445	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	300	460	5	285	0	0	0	0	445	0	5
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
FinalVolume:	0	300	460	5	285	0	0	0	0	445	0	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:	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	0.21	0.32	0.00	0.10	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:		300			5			0		225		
Crit Moves:		****			****					****		

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

Intersection #5 Anaheim St / Henry Ford Ave

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

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	225	240	115	215	335	100	105	840	195	85	800	155
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:	225	240	115	215	335	100	105	840	195	85	800	155
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:	225	240	115	215	335	100	105	840	195	85	800	155
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:	225	240	115	215	335	100	105	840	0	85	800	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	240	115	215	335	100	105	840	0	85	800	155
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	225	240	115	215	335	100	105	840	0	85	800	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.45	1.55	1.00	1.00	2.31	0.69	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2069	2206	1425	1425	3292	983	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.08	0.15	0.10	0.10	0.07	0.29	0.00	0.06	0.28	0.11
Crit Volume:		155		215			105				400	
Crit Moves:		****		****			****				****	

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	120	25	30	0	20	195	25	185	105	235	215
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	120	25	30	0	20	195	25	185	105	235	215
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	120	25	30	0	20	195	25	185	105	235	215
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:	0	120	0	30	0	20	195	25	185	105	235	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	120	0	30	0	20	195	25	185	105	235	215
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
FinalVolume:	0	120	0	30	0	20	195	25	185	105	235	215
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	2.00	1.00	2.00	1.00	1.00	1.00	0.12	0.88	0.31	0.69	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	164	1211	425	950	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.01	0.00	0.01	0.14	0.15	0.15	0.25	0.25	0.16
Crit Volume:		60		15					210		340	
Crit Moves:		****		****					****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.268
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	555	35	5	345	0	95	5	0	0	5	20
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	555	35	5	345	0	95	5	0	0	5	20
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	555	35	5	345	0	95	5	0	0	5	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:	0	555	35	5	345	0	95	5	0	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	555	35	5	345	0	95	5	0	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	555	35	10	345	0	95	5	0	0	5	20
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	1.00	0.06	1.94	0.00	1.00	1.00	0.00	0.00	0.20	0.80
Final Sat.:	0	3000	1500	87	2913	0	1500	1500	0	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.02	0.06	0.12	0.00	0.06	0.00	0.00	0.00	0.02	0.02
Crit Volume:		278		5			95				25	
Crit Moves:		****		****			****				****	

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

Intersection #8 PCH/Alameda Ramp (O St)

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: 52 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	255	0	250	205	895	0	0	840	175
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	0	0	255	0	250	205	895	0	0	840	175
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	0	0	255	0	250	205	895	0	0	840	175
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	255	0	250	205	895	0	0	840	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	250	205	895	0	0	840	175
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
FinalVolume:	0	0	0	255	0	250	205	895	0	0	840	175
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.48	0.52
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3538	737
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.14	0.31	0.00	0.00	0.24	0.24
Crit Volume:		0		255			205				338	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	645	295	205	580	0	0	0	0	100	0	285
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	645	295	205	580	0	0	0	0	100	0	285
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	645	295	205	580	0	0	0	0	100	0	285
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	645	295	205	580	0	0	0	0	100	0	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	645	295	205	580	0	0	0	0	100	0	285
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
FinalVolume:	0	645	295	205	580	0	0	0	0	100	0	285
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	2.06	0.94	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2933	1342	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.14	0.14	0.00	0.00	0.00	0.00	0.07	0.00	0.20
Crit Volume:			313	205					0	100		
Crit Moves:			****	****						****		

APL
2015 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	150	30	115	175	495	10	10	555	290
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:	10	25	15	150	30	115	175	495	10	10	555	290
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:	10	25	15	150	30	115	175	495	10	10	555	290
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:	10	25	15	150	30	115	175	495	10	10	555	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	150	30	115	175	495	10	10	555	290
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
FinalVolume:	10	25	15	150	30	115	175	495	10	10	555	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.67	0.33	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2667	533	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.06	0.07	0.11	0.15	0.01	0.01	0.35	0.18
Crit Moves:		****		****			****				****	

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	720	110	180	610	0	0	0	0	95	0	395
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	720	110	180	610	0	0	0	0	95	0	395
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	720	110	180	610	0	0	0	0	95	0	395
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:	0	720	110	180	610	0	0	0	0	95	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	720	110	180	610	0	0	0	0	95	0	395
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	720	110	180	610	0	0	0	0	95	0	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.60	0.40	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4164	636	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.11	0.13	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	660	0	0	845	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
FinalVolume:	0	0	0	0	0	5	0	660	0	0	845	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.33	0.00
Crit Moves:					****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	0	0	1	0	1	0	2	0	1	0	2	0	1	1	0	0
Volume Module:																						
Base Vol:	415	5	215	0	25	5	20	590	320	165	305	10
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:	415	5	215	0	25	5	20	590	320	165	305	10
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:	415	5	215	0	25	5	20	590	320	165	305	10
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:	415	5	215	0	25	5	20	590	320	165	305	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	5	215	0	25	5	20	590	320	165	305	10
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
FinalVolume:	415	5	215	0	25	5	20	590	320	165	305	10
OvlAdjVol:			50						110			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.83	0.17	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	3162	38	2880	0	1333	267	1600	3200	1600	2880	3098	102
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.00	0.02	0.02	0.01	0.18	0.20	0.06	0.10	0.10
OvlAdjV/S:			0.02						0.07			
Crit Moves:	****			****			****			****		

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

Intersection #14 Ferry St / Terminal Way

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:	39	Level Of Service:	A

Street Name:	Ferry St								Terminal Way							
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				Ovl				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	0	1	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																						
Base Vol:	85	225	0	0	220	510	540	0	215	0	0	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:	85	225	0	0	220	510	540	0	215	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:	85	225	0	0	220	510	540	0	215	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	85	225	0	0	220	510	540	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	225	0	0	220	510	540	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	85	225	0	0	220	510	540	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.00	0.00	0.15	0.36	0.19	0.00	0.00	0.00	0.00	0.00
Crit Volume:	85					510	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

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:	74	Level Of Service:	B

Street Name:	Navy Way							Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	1	1	0	2	0	0	1	0	0	1	0	0	1
Volume Module:																
Base Vol:	60	545	5		15	300	490		730	5		110	15		10	50
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:	60	545	5		15	300	490		730	5		110	15		10	50
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:	60	545	5		15	300	490		730	5		110	15		10	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:	60	545	5		15	300	490		730	5		110	15		10	50
Reduct Vol:	0	0	0		0	0	0		0	0		0	0		0	0
Reduced Vol:	60	545	5		15	300	490		730	5		110	15		10	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
FinalVolume:	60	545	5		15	300	490		730	5		110	15		10	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:	1.00	2.97	0.03		1.00	1.00	1.00		2.00	0.04		0.96	0.60		0.40	1.00
Final Sat.:	1375	4088	38		1375	1375	1375		2750	60		1315	825		550	1375
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13	0.13		0.01	0.22	0.36		0.27	0.08		0.08	0.02		0.02	0.04
Crit Volume:	60						490		365							50
Crit Moves:	****						****		****							****

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Scenario Report

Scenario:	2015 NEPA Base PM
Command:	2015 NEPA Base PM Peak
Volume:	2015 NEPA Base PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	425	0	0	135	595	0	0	0	15	325	195	1700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	425	0	0	135	595	0	0	0	15	325	195	1700
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	185	0	0	430	350	0	0	0	0	975
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	185	0	0	430	350	0	0	0	0	975
#3 Seaside Ave / Navy Way													
Base	550	0	540	0	0	0	0	2370	620	0	2300	0	6380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	550	0	540	0	0	0	0	2370	620	0	2300	0	6380
#4 Ferry St / SR 47 Ramps													
Base	0	320	280	5	250	0	0	0	0	265	0	5	1125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	320	280	5	250	0	0	0	0	265	0	5	1125
#5 Anaheim St / Henry Ford Ave													
Base	340	300	220	205	265	60	100	1135	280	100	1270	205	4480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	340	300	220	205	265	60	100	1135	280	100	1270	205	4480
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	400	40	100	340	50	70	0	10	80	0	365	1465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	400	40	100	340	50	70	0	10	80	0	365	1465
#7 Alameda Street / Henry Ford Avenue													
Base	0	615	20	5	215	0	125	0	0	20	5	30	1035
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	615	20	5	215	0	125	0	0	20	5	30	1035
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	345	0	525	255	1260	0	0	1020	190	3595
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	345	0	525	255	1260	0	0	1020	190	3595
#9 Alameda St / PCH Ramp (O St)													
Base	0	720	560	310	750	0	0	0	0	100	0	345	2785
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	720	560	310	750	0	0	0	0	100	0	345	2785

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	160	20	140	230	840	0	0	680	345	2480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	160	20	140	230	840	0	0	680	345	2480
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1100	65	255	535	0	0	0	0	45	0	570	2570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1100	65	255	535	0	0	0	0	45	0	570	2570
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1020	0	0	1025	0	2045
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1020	0	0	1025	0	2045
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	385	5	340	10	0	10	0	1070	285	140	440	0	2685
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	385	5	340	10	0	10	0	1070	285	140	440	0	2685
#14 Ferry St / Terminal Way													
Base	70	175	0	0	180	335	425	0	180	0	0	0	1365
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	175	0	0	180	335	425	0	180	0	0	0	1365
#15 Navy Way / Reeves Ave													
Base	20	430	0	20	195	405	570	0	5	0	5	95	1745
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	430	0	20	195	405	570	0	5	0	5	95	1745
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 NEPA Baseline/Alt 1/Alt 2
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 Ocean Blvd / Terminal Island F	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.310	A	xxxxx	0.310	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.323	A	xxxxx	0.323	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.814	D	xxxxx	0.814	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.328	A	xxxxx	0.328	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.325	A	xxxxx	0.325	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	425	0	0	135	595	0	0	0	15	325	195
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:	10	425	0	0	135	595	0	0	0	15	325	195
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:	10	425	0	0	135	595	0	0	0	15	325	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	425	0	0	135	595	0	0	0	15	325	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	425	0	0	135	595	0	0	0	15	325	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	425	0	0	135	595	0	0	0	15	325	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.00	0.04	0.21	0.00	0.00	0.00	0.01	0.10	0.00
Crit Moves:	****					****					****	

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.310
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	185	0	0	430	350	0	0	0	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:	0	5	5	185	0	0	430	350	0	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:	0	5	5	185	0	0	430	350	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:	0	5	5	185	0	0	430	350	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	185	0	0	430	350	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
FinalVolume:	0	5	5	185	0	0	430	350	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.15	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	1	0	3	0	1	2	0	3	0	0	
Volume Module:																						
Base Vol:	550	0	540	0	0	0	0	2370	620	0	2300	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:	550	0	540	0	0	0	0	2370	620	0	2300	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:	550	0	540	0	0	0	0	2370	620	0	2300	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:	550	0	0	0	0	0	0	2370	620	0	2300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	0	0	0	0	0	0	2370	620	0	2300	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
FinalVolume:	550	0	0	0	0	0	0	2370	620	0	2300	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	0.55	0.44	0.00	0.54	0.00
Crit Volume:	275			0			790			0		
Crit Moves:	****						****			****		

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	320	280	5	250	0	0	0	0	265	0	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:	0	320	280	5	250	0	0	0	0	265	0	5
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	320	280	5	250	0	0	0	0	265	0	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:	0	320	280	5	250	0	0	0	0	265	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	320	280	5	250	0	0	0	0	265	0	5
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
FinalVolume:	0	320	280	5	250	0	0	0	0	265	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.96	0.00	0.04
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2797	0	53
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.20	0.00	0.09	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Volume:		320		5			0			135		
Crit Moves:		****		****						****		

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	340	300	220	205	265	60	100	1135	280	100	1270	205
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:	340	300	220	205	265	60	100	1135	280	100	1270	205
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:	340	300	220	205	265	60	100	1135	280	100	1270	205
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:	340	300	220	205	265	60	100	1135	0	100	1270	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	300	220	205	265	60	100	1135	0	100	1270	205
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	340	300	220	205	265	60	100	1135	0	100	1270	205
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:	1.59	1.41	1.00	1.00	2.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2271	2004	1425	1425	3486	789	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.14	0.08	0.08	0.07	0.40	0.00	0.07	0.45	0.14
Crit Volume:			220	205			100			635		
Crit Moves:			****	****			****			****		

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	400	40	100	340	50	70	0	10	80	0	365
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:	10	400	40	100	340	50	70	0	10	80	0	365
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:	10	400	40	100	340	50	70	0	10	80	0	365
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:	10	400	0	100	340	50	70	0	10	80	0	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	400	0	100	340	50	70	0	10	80	0	365
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
FinalVolume:	10	400	0	100	340	50	70	0	10	80	0	365
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2397	353	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.06	0.00	0.27
Crit Volume:		200		0			70					365
Crit Moves:		****		****			****					****

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0 0	1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	615	20	5	215	0	125	0	0	20	5	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:	0	615	20	5	215	0	125	0	0	20	5	30
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	615	20	5	215	0	125	0	0	20	5	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:	0	615	20	5	215	0	125	0	0	20	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	615	20	5	215	0	125	0	0	20	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	615	20	20	215	0	125	0	0	20	5	30
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	1.00	0.20	1.80	0.00	1.00	1.00	0.00	0.36	0.09	0.55
Final Sat.:	0	3000	1500	293	2707	0	1500	1500	0	545	136	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.01	0.02	0.08	0.00	0.08	0.00	0.00	0.04	0.04	0.04
Crit Volume:		308		5			125					55
Crit Moves:		****		****			****					****

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0	0 0	1	0	2 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	345	0	525	255	1260	0	0	1020	190
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	0	0	345	0	525	255	1260	0	0	1020	190
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	0	0	345	0	525	255	1260	0	0	1020	190
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	345	0	525	255	1260	0	0	1020	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	525	255	1260	0	0	1020	190
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
FinalVolume:	0	0	0	345	0	525	255	1260	0	0	1020	190
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3604	671
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.37	0.18	0.44	0.00	0.00	0.28	0.28
Crit Volume:		0		345			255					403
Crit Moves:				****			****					****

APL
2015 NEPA Baseline/Alt 1/Alt 2
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	720	560	310	750	0	0	0	0	100	0	345
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	720	560	310	750	0	0	0	0	100	0	345
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	720	560	310	750	0	0	0	0	100	0	345
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	560	310	750	0	0	0	0	100	0	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	720	560	310	750	0	0	0	0	100	0	345
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
FinalVolume:	0	720	560	310	750	0	0	0	0	100	0	345
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	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.39	0.22	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.24
Crit Volume:			560	310				0		100		
Crit Moves:			****	****						****		

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	160	20	140	230	840	0	0	680	345
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:	5	40	20	160	20	140	230	840	0	0	680	345
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:	5	40	20	160	20	140	230	840	0	0	680	345
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:	5	40	20	160	20	140	230	840	0	0	680	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	160	20	140	230	840	0	0	680	345
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
FinalVolume:	5	40	20	160	20	140	230	840	0	0	680	345
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.78	0.22	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2844	356	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.26	0.00	0.00	0.43	0.22
Crit Moves:		****		****			****				****	

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1100	65	255	535	0	0	0	0	45	0	570
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	1100	65	255	535	0	0	0	0	45	0	570
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	1100	65	255	535	0	0	0	0	45	0	570
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:	0	1100	65	255	535	0	0	0	0	45	0	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1100	65	255	535	0	0	0	0	45	0	570
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1100	65	255	535	0	0	0	0	45	0	570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.83	0.17	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4532	268	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.16	0.11	0.00	0.00	0.00	0.00	0.03	0.00	0.18
Crit Moves:		****		****								****

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1020	0	0	1025	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:	0	0	0	0	0	0	0	1020	0	0	1025	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:	0	0	0	0	0	0	0	1020	0	0	1025	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:	0	0	0	0	0	0	0	1020	0	0	1025	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1020	0	0	1025	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
FinalVolume:	0	0	0	0	0	0	0	1020	0	0	1025	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.40	0.00
Crit Moves:							****				****	

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	385	5	340	10	0	10	0	1070	285	140	440	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:	385	5	340	10	0	10	0	1070	285	140	440	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:	385	5	340	10	0	10	0	1070	285	140	440	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:	385	5	340	10	0	10	0	1070	285	140	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	5	340	10	0	10	0	1070	285	140	440	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
FinalVolume:	385	5	340	10	0	10	0	1070	285	140	440	0
OvlAdjVol:			200						90			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.97	0.03	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3159	41	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.01	0.00	0.01	0.00	0.33	0.18	0.05	0.14	0.00
OvlAdjV/S:			0.07						0.06			
Crit Moves:	****			****				****		****		

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.325
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	70	175	0	0	180	335	425	0	180	0	0	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	175	0	0	180	335	425	0	180	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:	70	175	0	0	180	335	425	0	180	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	70	175	0	0	180	335	425	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	175	0	0	180	335	425	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	70	175	0	0	180	335	425	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.00	0.13	0.24	0.15	0.00	0.00	0.00	0.00	0.00
Crit Volume:	70				180		213				0	
Crit Moves:	****				****		****					

APL
2015 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Navy Way							Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	1	1	0	2	0	0	1	0	0	1	0	0	1
Volume Module:																
Base Vol:	20	430	0		20	195	405		570	0	5		0	5	95	
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	430	0		20	195	405		570	0	5		0	5	95	
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	430	0		20	195	405		570	0	5		0	5	95	
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	430	0		20	195	405		570	0	5		0	5	95	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	430	0		20	195	405		570	0	5		0	5	95	
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	
FinalVolume:	20	430	0		20	195	405		570	0	5		0	5	95	
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	3.00	0.00		1.00	1.00	1.00		2.00	0.00	1.00		0.00	1.00	1.00	
Final Sat.:	1375	4125	0		1375	1375	1375		2750	0	1375		0	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.10	0.00		0.01	0.14	0.29		0.21	0.00	0.00		0.00	0.00	0.07	
Crit Volume:	20						405		285						95	
Crit Moves:	****						****		****						****	

APL
2020 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Scenario Report

Scenario:	2020 NEPA Base AM
Command:	2020 NEPA Base AM Peak
Volume:	2020 NEPA Base AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2020 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	405	0	0	270	745	0	0	0	15	400	290	2130
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	405	0	0	270	745	0	0	0	15	400	290	2130
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	285	0	0	410	300	0	0	0	0	995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	285	0	0	410	300	0	0	0	0	995
#3 Seaside Ave / Navy Way													
Base	185	0	545	0	0	0	0	2270	790	0	2365	0	6155
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	185	0	545	0	0	0	0	2270	790	0	2365	0	6155
#4 Ferry St / SR 47 Ramps													
Base	0	185	305	25	440	0	0	0	0	205	0	5	1165
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	185	305	25	440	0	0	0	0	205	0	5	1165
#5 Anaheim St / Henry Ford Ave													
Base	255	60	75	70	130	55	90	945	325	30	1175	75	3285
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	255	60	75	70	130	55	90	945	325	30	1175	75	3285
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	135	225	125	145	480	15	55	0	165	75	5	130	1555
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	225	125	145	480	15	55	0	165	75	5	130	1555
#7 Alameda Street / Henry Ford Avenue													
Base	0	425	5	5	475	0	165	0	20	0	0	10	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	425	5	5	475	0	165	0	20	0	0	10	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	120	0	145	220	1025	0	0	925	135	2570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	120	0	145	220	1025	0	0	925	135	2570
#9 Alameda St / PCH Ramp (O St)													
Base	0	695	265	0	805	0	0	0	0	175	0	180	2120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	695	265	0	805	0	0	0	0	175	0	180	2120

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APL
2020 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	280	35	155	145	620	5	10	690	265	2240
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	280	35	155	145	620	5	10	690	265	2240
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	715	100	370	1115	0	0	0	0	65	0	370	2735
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	715	100	370	1115	0	0	0	0	65	0	370	2735
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	905	0	0	960	0	1870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	905	0	0	960	0	1870
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	180	40	270	5	15	5	25	580	320	200	990	5	2635
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	40	270	5	15	5	25	580	320	200	990	5	2635
#14 Ferry St / Terminal Way													
Base	115	100	0	0	210	430	360	0	110	0	0	0	1325
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	115	100	0	0	210	430	360	0	110	0	0	0	1325
#15 Navy Way / Reeves Ave													
Base	136	380	50	28	293	470	335	4	306	10	4	15	2031
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	136	380	50	28	293	470	335	4	306	10	4	15	2031
#16 Anaheim St / Alameda St													
Base	7	334	336	19	206	159	127	700	12	263	1014	29	3207
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	334	336	19	206	159	127	700	12	263	1014	29	3207
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	21	2	33	127	4	176	100	690	33	23	680	7	1896
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	2	33	127	4	176	100	690	33	23	680	7	1896
#32 Middle Road / Sepulveda Blvd													
Base	50	1	93	17	0	5	6	770	54	98	612	3	1709
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	1	93	17	0	5	6	770	54	98	612	3	1709
#37 Figueroa St / C-St / I-110 Ramps													
Base	395	118	0	0	86	93	129	0	321	0	0	32	1174
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	395	118	0	0	86	93	129	0	321	0	0	32	1174
#53 Pacific Ave / Front St													
Base	450	0	17	0	0	0	0	207	639	9	369	0	1690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	450	0	17	0	0	0	0	207	639	9	369	0	1690
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	383	516	0	0	357	264	495	0	396	0	0	0	2411
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	383	516	0	0	357	264	495	0	396	0	0	0	2411

APL
2020 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	28	227	43	174	138	119	90	875	12	15	843	126	2690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	227	43	174	138	119	90	875	12	15	843	126	2690
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	1	7	96	5	3	54	128	562	0	28	262	31	1178
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	7	96	5	3	54	128	562	0	28	262	31	1178
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	40	144	89	221	89	85	82	506	13	46	420	278	2013
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	144	89	221	89	85	82	506	13	46	420	278	2013
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	522	340	0	0	268	123	0	0	0	0	0	0	1252
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	522	340	0	0	268	123	0	0	0	0	0	0	1252
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	351	648	15	12	145	115	101	24	1150	23	24	40	2648
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	351	648	15	12	145	115	101	24	1150	23	24	40	2648
#934 John S. Gibson / I-110 NB Ramps													
Base	453	528	5	25	530	12	21	11	15	56	45	38	1741
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	453	528	5	25	530	12	21	11	15	56	45	38	1741
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	86	40	18	6	6	74	105	640	9	9	296	9	1299
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	86	40	18	6	6	74	105	640	9	9	296	9	1299

APL
2020 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	158	28	158	9	12	34	45	577	33	20	460	7	1543
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	158	28	158	9	12	34	45	577	33	20	460	7	1543
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	2	0	26	34	696	0	0	688	3	1450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	26	34	696	0	0	688	3	1450

APL
2020 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.331	A	xxxxx	0.331	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.232	A	xxxxx	0.232	+ 0.000
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.456	A	xxxxx	0.456	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.278	A	xxxxx	0.278	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.351	A	xxxxx	0.351	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.382	A	xxxxx	0.382	+ 0.000
# 15 Navy Way / Reeves Ave	B	xxxxx	0.676	B	xxxxx	0.676	+ 0.000

APL
2020 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	405	0	0	270	745	0	0	0	15	400	290
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:	5	405	0	0	270	745	0	0	0	15	400	290
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:	5	405	0	0	270	745	0	0	0	15	400	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	405	0	0	270	745	0	0	0	15	400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	405	0	0	270	745	0	0	0	15	400	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	405	0	0	270	745	0	0	0	15	400	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.08	0.26	0.00	0.00	0.00	0.01	0.13	0.00
Crit Moves:	****					****					****	

APL
2020 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.331
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	285	0	0	410	300	0	0	0	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:	0	0	0	285	0	0	410	300	0	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:	0	0	0	285	0	0	410	300	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:	0	0	0	285	0	0	410	300	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	285	0	0	410	300	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
FinalVolume:	0	0	0	285	0	0	410	300	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.14	0.09	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

APL
2020 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.232
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	185	305	25	440	0	0	0	0	205	0	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:	0	185	305	25	440	0	0	0	0	205	0	5
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	185	305	25	440	0	0	0	0	205	0	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:	0	185	305	25	440	0	0	0	0	205	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	185	305	25	440	0	0	0	0	205	0	5
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
FinalVolume:	0	185	305	25	440	0	0	0	0	205	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.95	0.00	0.05
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2782	0	68
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.21	0.02	0.15	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Volume:			305	25					0			
Crit Moves:			****	****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

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

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	255	60	75	70	130	55	90	945	325	30	1175	75
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:	255	60	75	70	130	55	90	945	325	30	1175	75
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:	255	60	75	70	130	55	90	945	325	30	1175	75
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:	255	60	75	70	130	55	90	945	0	30	1175	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	60	75	70	130	55	90	945	0	30	1175	75
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	255	60	75	70	130	55	90	945	0	30	1175	75
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	1.00	1.00	1.00	2.11	0.89	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3004	1271	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.05	0.05	0.04	0.04	0.06	0.33	0.00	0.02	0.41	0.05
Crit Volume:	128			70			90			588		
Crit Moves:	****			****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	135	225	125	145	480	15	55	0	165	75	5	130
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:	135	225	125	145	480	15	55	0	165	75	5	130
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:	135	225	125	145	480	15	55	0	165	75	5	130
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:	135	225	0	145	480	15	55	0	165	75	5	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	225	0	145	480	15	55	0	165	75	5	130
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
FinalVolume:	135	225	0	145	480	15	55	0	165	75	5	130
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.94	0.06	1.00
Final Sat.:	1375	2750	1375	2750	2667	83	1375	0	1375	1289	86	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.00	0.05	0.18	0.18	0.04	0.00	0.12	0.06	0.06	0.09
Crit Volume:	135					248			165			80
Crit Moves:	****					****			****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 1	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	0	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	5	5	475	0	165	0	20	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	5	10	475	0	165	0	20	0	0	10
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	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	63	2937	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.08	0.16	0.00	0.11	0.00	0.01	0.00	0.00	0.01
Crit Volume:	0					243			165			10
Crit Moves:	****					****			****			****

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

Intersection #8 PCH/Alameda Ramp (O St)

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:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	120	0	145	220	1025	0	0	925	135
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	0	0	120	0	145	220	1025	0	0	925	135
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	0	0	120	0	145	220	1025	0	0	925	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:	0	0	0	120	0	145	220	1025	0	0	925	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	145	220	1025	0	0	925	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	145	220	1025	0	0	925	135
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.62	0.38
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3731	544
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.10	0.15	0.36	0.00	0.00	0.25	0.25
Crit Volume:		0			120			220			353	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																			
Base Vol:	0	695	265	0	805	0	0	0	0	175	0	180
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	695	265	0	805	0	0	0	0	175	0	180
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	695	265	0	805	0	0	0	0	175	0	180
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	695	265	0	805	0	0	0	0	175	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	695	265	0	805	0	0	0	0	175	0	180
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
FinalVolume:	0	695	265	0	805	0	0	0	0	175	0	180
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	2.17	0.83	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3095	1180	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.22	0.22	0.00	0.19	0.00	0.00	0.00	0.00	0.12	0.00	0.13
Crit Volume:			320		0			0				180
Crit Moves:			****	****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1 1	0	0 1	1 0	2	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	5	25	5	280	35	155	145	620	5	10	690	265
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:	5	25	5	280	35	155	145	620	5	10	690	265
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:	5	25	5	280	35	155	145	620	5	10	690	265
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:	5	25	5	280	35	155	145	620	5	10	690	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	280	35	155	145	620	5	10	690	265
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
FinalVolume:	5	25	5	280	35	155	145	620	5	10	690	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.78	0.22	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2844	356	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.10	0.10	0.10	0.09	0.19	0.00	0.01	0.43	0.17
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0	0	0	0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	715	100	370	1115	0	0	0	0	65	0	370
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	715	100	370	1115	0	0	0	0	65	0	370
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	715	100	370	1115	0	0	0	0	65	0	370
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:	0	715	100	370	1115	0	0	0	0	65	0	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	715	100	370	1115	0	0	0	0	65	0	370
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	715	100	370	1115	0	0	0	0	65	0	370
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.63	0.37	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4211	589	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.23	0.23	0.00	0.00	0.00	0.00	0.04	0.00	0.12
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	905	0	0	960	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:	0	0	0	0	0	0	5	905	0	0	960	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:	0	0	0	0	0	0	5	905	0	0	960	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:	0	0	0	0	0	0	5	905	0	0	960	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	905	0	0	960	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	
FinalVolume:	0	0	0	0	0	0	5	905	0	0	960	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80	
Lanes:	0.00 0.00	0.00		0.00 1.00	0.00		1.00 2.00	0.00		0.00 2.00	1.00	
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.00 0.00	0.00		0.00 0.35	0.00		0.00 0.38	0.00	
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	180	40	270	5	15	5	25	580	320	200	990	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:	180	40	270	5	15	5	25	580	320	200	990	5
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:	180	40	270	5	15	5	25	580	320	200	990	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:	180	40	270	5	15	5	25	580	320	200	990	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	40	270	5	15	5	25	580	320	200	990	5
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	
FinalVolume:	180	40	270	5	15	5	25	580	320	200	990	5
OvlAdjVol:			70						210			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		1.00 0.90	1.00	
Lanes:	1.64 0.36	2.00		0.20 0.60	0.20		1.00 2.00	1.00		2.00 1.99	0.01	
Final Sat.:	2618 582	2880		320 960	320		1600 3200	1600		2880 3184	16	
Capacity Analysis Module:												
Vol/Sat:	0.07 0.07	0.09		0.02 0.02	0.02		0.02 0.18	0.20		0.07 0.31	0.31	
OvlAdjV/S:		0.02						0.13				
Crit Moves:	****			****			****			****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	115	100	0	0	210	430	360	0	110	0	0	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:	115	100	0	0	210	430	360	0	110	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:	115	100	0	0	210	430	360	0	110	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	115	100	0	0	210	430	360	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	100	0	0	210	430	360	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	115	100	0	0	210	430	360	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.00	0.00	0.15	0.30	0.13	0.00	0.00	0.00	0.00	0.00
Crit Volume:	115					430	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	136	380	50	28	293	470	335	4	306	10	4	15
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:	136	380	50	28	293	470	335	4	306	10	4	15
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:	136	380	50	28	293	470	335	4	306	10	4	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:	136	380	50	28	293	470	335	4	306	10	4	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	380	50	28	293	470	335	4	306	10	4	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	380	50	28	293	470	335	4	306	10	4	15
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	2.65	0.35	1.00	1.00	1.00	2.00	0.01	0.99	0.71	0.29	1.00
Final Sat.:	1375	3645	480	1375	1375	1375	2750	18	1357	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.21	0.34	0.12	0.23	0.23	0.01	0.01	0.01
Crit Volume:	136					470			310		14	
Crit Moves:	****					****			****		****	

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Scenario Report

Scenario:	2020 NEPA Base MD
Command:	2020 NEPA Base MD Peak
Volume:	2020 NEPA Base MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	550	0	0	325	445	0	0	0	5	205	210	1745
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	550	0	0	325	445	0	0	0	5	205	210	1745
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	330	5	0	550	275	0	0	0	0	1165
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	330	5	0	550	275	0	0	0	0	1165
#3 Seaside Ave / Navy Way													
Base	375	0	1010	0	0	0	0	1490	840	0	1490	0	5205
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	375	0	1010	0	0	0	0	1490	840	0	1490	0	5205
#4 Ferry St / SR 47 Ramps													
Base	0	305	470	5	275	0	0	0	0	460	0	5	1520
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	305	470	5	275	0	0	0	0	460	0	5	1520
#5 Anaheim St / Henry Ford Ave													
Base	245	190	85	155	255	105	130	985	245	80	1005	135	3615
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	245	190	85	155	255	105	130	985	245	80	1005	135	3615
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	45	10	30	0	15	205	35	140	70	240	200	990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	45	10	30	0	15	205	35	140	70	240	200	990
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	100	0	110	220	960	0	0	880	170	2440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	100	0	110	220	960	0	0	880	170	2440
#9 Alameda St / PCH Ramp (O St)													
Base	0	825	210	0	730	0	0	0	0	120	0	275	2160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	825	210	0	730	0	0	0	0	120	0	275	2160

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	175	30	100	165	555	10	10	590	325	2010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	175	30	100	165	555	10	10	590	325	2010
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	885	150	155	710	0	0	0	0	140	0	375	2415
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	885	150	155	710	0	0	0	0	140	0	375	2415
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	740	0	0	910	0	1655
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	740	0	0	910	0	1655
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	485	5	210	0	25	10	20	680	315	175	455	10	2390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	485	5	210	0	25	10	20	680	315	175	455	10	2390
#14 Ferry St / Terminal Way													
Base	55	235	0	0	230	505	535	0	205	0	0	0	1765
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	235	0	0	230	505	535	0	205	0	0	0	1765
#15 Navy Way / Reeves Ave													
Base	68	565	5	8	318	510	770	1	159	15	2	50	2471
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	68	565	5	8	318	510	770	1	159	15	2	50	2471
#16 Anaheim St / Alameda St													
Base	23	252	547	8	403	162	172	1594	25	660	1204	41	5090
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	252	547	8	403	162	172	1594	25	660	1204	41	5090
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	21	0	25	200	0	64	75	525	23	37	457	2	1429
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	0	25	200	0	64	75	525	23	37	457	2	1429
#32 Middle Road / Sepulveda Blvd													
Base	52	2	89	9	0	1	2	664	65	90	452	6	1432
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	52	2	89	9	0	1	2	664	65	90	452	6	1432
#37 Figueroa St / C-St / I-110 Ramps													
Base	508	97	0	0	173	61	616	0	313	0	0	22	1789
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	508	97	0	0	173	61	616	0	313	0	0	22	1789
#53 Pacific Ave / Front St													
Base	670	0	33	0	0	0	0	478	549	29	296	0	2054
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	670	0	33	0	0	0	0	478	549	29	296	0	2054
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	364	571	0	0	363	235	818	0	353	0	0	0	2705
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	364	571	0	0	363	235	818	0	353	0	0	0	2705

APL
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	58	149	55	109	149	95	61	1052	33	62	1027	241	3089
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	58	149	55	109	149	95	61	1052	33	62	1027	241	3089
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	1	11	28	24	8	114	66	348	4	73	530	15	1223
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	11	28	24	8	114	66	348	4	73	530	15	1223
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	612	0	157	74	523	0	0	563	413	2342
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	612	0	157	74	523	0	0	563	413	2342
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	831	382	0	0	273	9	0	0	0	0	0	0	1494
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	831	382	0	0	273	9	0	0	0	0	0	0	1494
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	505	1053	43	46	195	79	139	95	1420	33	22	22	3651
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	505	1053	43	46	195	79	139	95	1420	33	22	22	3651
#934 John S. Gibson / I-110 NB Ramps													
Base	1096	512	18	84	588	10	22	14	11	29	143	61	2586
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1096	512	18	84	588	10	22	14	11	29	143	61	2586
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	62	61	12	17	47	73	142	497	50	19	698	77	1753
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	61	12	17	47	73	142	497	50	19	698	77	1753

APL
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MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	317	31	111	9	22	15	26	450	446	265	462	1	2156
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	317	31	111	9	22	15	26	450	446	265	462	1	2156
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	3	0	40	28	929	0	0	710	1	1710
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	40	28	929	0	0	710	1	1710

APL
2020 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.386	A	xxxxx	0.386	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.397	A	xxxxx	0.397	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.475	A	xxxxx	0.475	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C

APL
2020 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	550	0	0	325	445	0	0	0	5	205	210
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:	5	550	0	0	325	445	0	0	0	5	205	210
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:	5	550	0	0	325	445	0	0	0	5	205	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	550	0	0	325	445	0	0	0	5	205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	550	0	0	325	445	0	0	0	5	205	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	550	0	0	325	445	0	0	0	5	205	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.10	0.15	0.00	0.00	0.00	0.00	0.06	0.00
Crit Moves:		****		****							****	

APL
2020 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.397
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	330	5	0	550	275	0	0	0	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:	0	5	0	330	5	0	550	275	0	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:	0	5	0	330	5	0	550	275	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:	0	5	0	330	5	0	550	275	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	330	5	0	550	275	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
FinalVolume:	0	5	0	330	5	0	550	275	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.97	0.03	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3152	48	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.00	0.19	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****		****					

APL
2020 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	305	470	5	275	0	0	0	0	460	0	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:	0	305	470	5	275	0	0	0	0	460	0	5
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	305	470	5	275	0	0	0	0	460	0	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:	0	305	470	5	275	0	0	0	0	460	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	305	470	5	275	0	0	0	0	460	0	5
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
FinalVolume:	0	305	470	5	275	0	0	0	0	460	0	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:	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	2819	0	31
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.33	0.00	0.10	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:		305		5					0	232		
Crit Moves:		****		****						****		

APL
2020 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	245	190	85	155	255	105	130	985	245	80	1005	135
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	190	85	155	255	105	130	985	245	80	1005	135
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:	245	190	85	155	255	105	130	985	245	80	1005	135
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:	245	190	85	155	255	105	130	985	0	80	1005	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	190	85	155	255	105	130	985	0	80	1005	135
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	245	190	85	155	255	105	130	985	0	80	1005	135
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:	1.69	1.31	1.00	1.00	2.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2408	1867	1425	1425	3028	1247	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.11	0.08	0.08	0.09	0.35	0.00	0.06	0.35	0.09
Crit Volume:	145			155			130				503	
Crit Moves:	****			****			****				****	

APL
2020 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	45	10	30	0	15	205	35	140	70	240	200
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	45	10	30	0	15	205	35	140	70	240	200
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	45	10	30	0	15	205	35	140	70	240	200
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:	0	45	0	30	0	15	205	35	140	70	240	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	45	0	30	0	15	205	35	140	70	240	200
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
FinalVolume:	0	45	0	30	0	15	205	35	140	70	240	200
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	2.00	1.00	2.00	1.00	1.00	1.00	0.20	0.80	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	275	1100	310	1065	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.15	0.13	0.13	0.23	0.23	0.15
Crit Volume:		23		15			205			310		
Crit Moves:	****			****			****			****		

APL
2020 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95			25		
Crit Moves:	****			****			****			****		

APL
2020 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	100	0	110	220	960	0	0	880	170
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	0	0	100	0	110	220	960	0	0	880	170
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	0	0	100	0	110	220	960	0	0	880	170
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	100	0	110	220	960	0	0	880	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	0	110	220	960	0	0	880	170
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
FinalVolume:	0	0	0	100	0	110	220	960	0	0	880	170
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.51	0.49
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3583	692
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.08	0.15	0.34	0.00	0.00	0.25	0.25
Crit Volume:		0			100			220			350	
Crit Moves:				****			****				****	

APL
2020 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																			
Base Vol:	0	825	210	0	730	0	0	0	0	0	120	0	275
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
Initial Bse:	0	825	210	0	730	0	0	0	0	0	120	0	275
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:	0	825	210	0	730	0	0	0	0	0	120	0	275
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:	0	825	210	0	730	0	0	0	0	0	120	0	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	825	210	0	730	0	0	0	0	0	120	0	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	825	210	0	730	0	0	0	0	120	0	275
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	2.39	0.61	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3408	867	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.24	0.24	0.00	0.17	0.00	0.00	0.00	0.00	0.08	0.00	0.19
Crit Volume:			345		0			0				275
Crit Moves:		****	****									****

APL
2020 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	175	30	100	165	555	10	10	590	325
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:	10	25	15	175	30	100	165	555	10	10	590	325
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:	10	25	15	175	30	100	165	555	10	10	590	325
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:	10	25	15	175	30	100	165	555	10	10	590	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	175	30	100	165	555	10	10	590	325
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
FinalVolume:	10	25	15	175	30	100	165	555	10	10	590	325
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.71	0.29	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2732	468	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.06	0.06	0.10	0.17	0.01	0.01	0.37	0.20
Crit Moves:		****		****			****				****	

APL
2020 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	885	150	155	710	0	0	0	0	140	0	375
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	885	150	155	710	0	0	0	0	140	0	375
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	885	150	155	710	0	0	0	0	140	0	375
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:	0	885	150	155	710	0	0	0	0	140	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	885	150	155	710	0	0	0	0	140	0	375
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	885	150	155	710	0	0	0	0	140	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.57	0.43	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4104	696	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.10	0.15	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****								****

APL
2020 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	740	0	0	910	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
FinalVolume:	0	0	0	0	0	5	0	740	0	0	910	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.36	0.00
Crit Moves:				****			****				****	

APL
2020 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	0	1 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	485	5	210	0	25	10	20	680	315	175	455	10
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:	485	5	210	0	25	10	20	680	315	175	455	10
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:	485	5	210	0	25	10	20	680	315	175	455	10
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:	485	5	210	0	25	10	20	680	315	175	455	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	5	210	0	25	10	20	680	315	175	455	10
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
FinalVolume:	485	5	210	0	25	10	20	680	315	175	455	10
OvlAdjVol:			35						70			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.71	0.29	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	3167	33	2880	0	1143	457	1600	3200	1600	2880	3131	69
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.07	0.00	0.02	0.02	0.01	0.21	0.20	0.06	0.15	0.15
OvlAdjV/S:			0.01						0.04			
Crit Moves:	****			****			****			****		

APL
2020 NEPA Baseline/Alt 1/Alt 2
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	55	235	0	0	230	505	535	0	205	0	0	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:	55	235	0	0	230	505	535	0	205	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:	55	235	0	0	230	505	535	0	205	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	55	235	0	0	230	505	535	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	235	0	0	230	505	535	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	55	235	0	0	230	505	535	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.00	0.00	0.16	0.35	0.19	0.00	0.00	0.00	0.00	0.00
Crit Volume:	55					505	0				0	
Crit Moves:	****					****	****					

APL
2020 NEPA Baseline/Alt 1/Alt 2
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Navy Way / Reeves Ave

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						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	68	565	5	8	318	510	770	1	159	15	2	50
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:	68	565	5	8	318	510	770	1	159	15	2	50
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:	68	565	5	8	318	510	770	1	159	15	2	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:	68	565	5	8	318	510	770	1	159	15	2	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	565	5	8	318	510	770	1	159	15	2	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
FinalVolume:	68	565	5	8	318	510	770	1	159	15	2	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:	1.00	2.97	0.03	1.00	1.00	1.00	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4089	36	1375	1375	1375	2750	9	1366	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.01	0.23	0.37	0.28	0.12	0.12	0.01	0.01	0.04
Crit Volume:	68					510	385					50
Crit Moves:	****					****	****					****

APL
2020 NEPA Baseline/Alt 1/Alt 2
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Scenario Report

Scenario:	2020 NEPA Base PM
Command:	2020 NEPA Base PM Peak
Volume:	2020 NEPA Base PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	525	0	0	165	675	0	0	0	15	265	365	2020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	525	0	0	165	675	0	0	0	15	265	365	2020
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	300	0	0	530	365	0	0	0	0	1205
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	300	0	0	530	365	0	0	0	0	1205
#3 Seaside Ave / Navy Way													
Base	400	0	730	0	0	0	0	2550	655	0	2420	0	6755
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	400	0	730	0	0	0	0	2550	655	0	2420	0	6755
#4 Ferry St / SR 47 Ramps													
Base	0	345	260	5	425	0	0	0	0	95	0	5	1135
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	345	260	5	425	0	0	0	0	95	0	5	1135
#5 Anaheim St / Henry Ford Ave													
Base	360	260	215	230	245	70	95	1260	255	90	1430	190	4700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	360	260	215	230	245	70	95	1260	255	90	1430	190	4700
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	315	35	110	330	50	70	0	10	90	0	430	1450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	315	35	110	330	50	70	0	10	90	0	430	1450
#7 Alameda Street / Henry Ford Avenue													
Base	0	665	20	5	210	0	140	0	10	20	5	30	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	665	20	5	210	0	140	0	10	20	5	30	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	150	0	210	245	1420	0	0	1195	205	3425
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	150	0	210	245	1420	0	0	1195	205	3425
#9 Alameda St / PCH Ramp (O St)													
Base	0	1105	360	0	960	0	0	0	0	255	0	195	2875
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1105	360	0	960	0	0	0	0	255	0	195	2875

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	200	20	135	220	940	0	0	690	405	2675
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	200	20	135	220	940	0	0	690	405	2675
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1250	125	230	585	0	0	0	0	95	0	570	2855
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1250	125	230	585	0	0	0	0	95	0	570	2855
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1160	0	0	1095	0	2255
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1160	0	0	1095	0	2255
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	470	5	375	10	0	10	0	1165	270	175	700	0	3180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	470	5	375	10	0	10	0	1165	270	175	700	0	3180
#14 Ferry St / Terminal Way													
Base	65	180	0	0	190	330	420	0	185	0	0	0	1370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	180	0	0	190	330	420	0	185	0	0	0	1370
#15 Navy Way / Reeves Ave													
Base	23	470	0	16	214	425	585	0	5	0	2	75	1815
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	470	0	16	214	425	585	0	5	0	2	75	1815
#16 Anaheim St / Alameda St													
Base	13	491	786	21	368	237	151	1215	28	551	1466	59	5384
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	491	786	21	368	237	151	1215	28	551	1466	59	5384
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	21	2	33	128	4	177	100	693	33	23	683	7	1905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	2	33	128	4	177	100	693	33	23	683	7	1905
#32 Middle Road / Sepulveda Blvd													
Base	51	1	94	18	0	6	6	774	54	98	615	3	1718
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	1	94	18	0	6	6	774	54	98	615	3	1718
#37 Figueroa St / C-St / I-110 Ramps													
Base	481	62	0	0	105	58	623	0	623	0	0	58	2009
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	481	62	0	0	105	58	623	0	623	0	0	58	2009
#53 Pacific Ave / Front St													
Base	560	0	22	0	0	0	0	257	797	11	460	0	2107
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	560	0	22	0	0	0	0	257	797	11	460	0	2107
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	478	643	0	0	445	329	616	0	494	0	0	0	3004
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	478	643	0	0	445	329	616	0	494	0	0	0	3004

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	66	205	77	286	231	111	108	1170	26	48	1062	274	3664
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	66	205	77	286	231	111	108	1170	26	48	1062	274	3664
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	1	9	134	8	4	74	177	781	0	40	363	43	1634
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	9	134	8	4	74	177	781	0	40	363	43	1634
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	430	0	119	114	723	0	0	639	585	2611
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	430	0	119	114	723	0	0	639	585	2611
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	1208	506	0	0	387	11	0	0	0	0	0	0	2113
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1208	506	0	0	387	11	0	0	0	0	0	0	2113
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	673	1512	33	15	324	79	123	73	1890	57	53	73	4906
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	673	1512	33	15	324	79	123	73	1890	57	53	73	4906
#934 John S. Gibson / I-110 NB Ramps													
Base	498	513	15	95	790	22	15	7	15	22	262	212	2467
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	498	513	15	95	790	22	15	7	15	22	262	212	2467
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	65	80	15	22	58	158	145	587	76	17	538	23	1785
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	80	15	22	58	158	145	587	76	17	538	23	1785

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	474	40	342	12	17	47	62	678	188	91	577	9	2536
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	474	40	342	12	17	47	62	678	188	91	577	9	2536
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	3	0	37	47	985	0	0	1148	4	2225
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	37	47	985	0	0	1148	4	2225

APL
2020 NEPA Baseline/Alt 1/Alt 2
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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
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.281	A	xxxxx	0.281	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.881	D	xxxxx	0.881	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.355	A	xxxxx	0.355	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.838	D	xxxxx	0.838	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.326	A	xxxxx	0.326	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	525	0	0	165	675	0	0	0	15	265	365
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:	10	525	0	0	165	675	0	0	0	15	265	365
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:	10	525	0	0	165	675	0	0	0	15	265	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	525	0	0	165	675	0	0	0	15	265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	525	0	0	165	675	0	0	0	15	265	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	525	0	0	165	675	0	0	0	15	265	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.00	0.05	0.23	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	300	0	0	530	365	0	0	0	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:	0	5	5	300	0	0	530	365	0	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:	0	5	5	300	0	0	530	365	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:	0	5	5	300	0	0	530	365	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	300	0	0	530	365	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
FinalVolume:	0	5	5	300	0	0	530	365	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.18	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.281
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	345	260	5	425	0	0	0	0	95	0	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:	0	345	260	5	425	0	0	0	0	95	0	5
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	345	260	5	425	0	0	0	0	95	0	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:	0	345	260	5	425	0	0	0	0	95	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	345	260	5	425	0	0	0	0	95	0	5
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
FinalVolume:	0	345	260	5	425	0	0	0	0	95	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.90	0.00	0.10
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2708	0	143
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.18	0.00	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Volume:		345			5			0			50	
Crit Moves:		****			****						****	

APL
2020 NEPA Baseline/Alt 1/Alt 2
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	D

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	360	260	215	230	245	70	95	1260	255	90	1430	190
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:	360	260	215	230	245	70	95	1260	255	90	1430	190
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:	360	260	215	230	245	70	95	1260	255	90	1430	190
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:	360	260	215	230	245	70	95	1260	0	90	1430	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	260	215	230	245	70	95	1260	0	90	1430	190
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	360	260	215	230	245	70	95	1260	0	90	1430	190
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	2.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2482	1793	1425	1425	3325	950	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.16	0.07	0.07	0.07	0.44	0.00	0.06	0.50	0.13
Crit Volume:			215	230			95				715	
Crit Moves:			****	****			****				****	

APL
2020 NEPA Baseline/Alt 1/Alt 2
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	315	35	110	330	50	70	0	10	90	0	430
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:	10	315	35	110	330	50	70	0	10	90	0	430
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:	10	315	35	110	330	50	70	0	10	90	0	430
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:	10	315	0	110	330	50	70	0	10	90	0	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	315	0	110	330	50	70	0	10	90	0	430
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
FinalVolume:	10	315	0	110	330	50	70	0	10	90	0	430
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2388	362	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.31
Crit Volume:	10				190		70					430
Crit Moves:	****				****		****					****

APL
2020 NEPA Baseline/Alt 1/Alt 2
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	665	20	5	210	0	140	0	10	20	5	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:	0	665	20	5	210	0	140	0	10	20	5	30
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	665	20	5	210	0	140	0	10	20	5	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:	0	665	20	5	210	0	140	0	10	20	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	665	20	5	210	0	140	0	10	20	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	665	20	20	210	0	140	0	10	20	5	30
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	1.00	0.20	1.80	0.00	1.00	0.00	1.00	0.36	0.09	0.55
Final Sat.:	0	3000	1500	300	2700	0	1500	0	1500	545	136	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.01	0.02	0.08	0.00	0.09	0.00	0.01	0.04	0.04	0.04
Crit Volume:		333			5		140					55
Crit Moves:		****			****		****					****

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	150	0	210	245	1420	0	0	1195	205
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	0	0	150	0	210	245	1420	0	0	1195	205
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	0	0	150	0	210	245	1420	0	0	1195	205
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	150	0	210	245	1420	0	0	1195	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	210	245	1420	0	0	1195	205
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
FinalVolume:	0	0	0	150	0	210	245	1420	0	0	1195	205
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3649	626
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.17	0.50	0.00	0.00	0.33	0.33
Crit Volume:			0			150		245				467
Crit Moves:				****			****					****

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1105	360	0	960	0	0	0	0	255	0	195
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	1105	360	0	960	0	0	0	0	255	0	195
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	1105	360	0	960	0	0	0	0	255	0	195
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	1105	360	0	960	0	0	0	0	255	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1105	360	0	960	0	0	0	0	255	0	195
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
FinalVolume:	0	1105	360	0	960	0	0	0	0	255	0	195
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	2.26	0.74	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3224	1051	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.00	0.22	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Crit Volume:		488			0			0			255	
Crit Moves:		****			****						****	

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	200	20	135	220	940	0	0	690	405
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:	5	40	20	200	20	135	220	940	0	0	690	405
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:	5	40	20	200	20	135	220	940	0	0	690	405
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:	5	40	20	200	20	135	220	940	0	0	690	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	200	20	135	220	940	0	0	690	405
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
FinalVolume:	5	40	20	200	20	135	220	940	0	0	690	405
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.82	0.18	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2909	291	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.14	0.29	0.00	0.00	0.43	0.25
Crit Moves:		****		****			****				****	

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1250	125	230	585	0	0	0	0	95	0	570
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	1250	125	230	585	0	0	0	0	95	0	570
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	1250	125	230	585	0	0	0	0	95	0	570
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:	0	1250	125	230	585	0	0	0	0	95	0	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1250	125	230	585	0	0	0	0	95	0	570
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1250	125	230	585	0	0	0	0	95	0	570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.73	0.27	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4364	436	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.14	0.12	0.00	0.00	0.00	0.00	0.06	0.00	0.18
Crit Moves:		****		****								****

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1160	0	0	1095	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:	0	0	0	0	0	0	0	1160	0	0	1095	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:	0	0	0	0	0	0	0	1160	0	0	1095	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:	0	0	0	0	0	0	0	1160	0	0	1095	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1160	0	0	1095	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
FinalVolume:	0	0	0	0	0	0	0	1160	0	0	1095	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.43	0.00
Crit Moves:								****			****	

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	470	5	375	10	0	10	0	1165	270	175	700	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:	470	5	375	10	0	10	0	1165	270	175	700	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:	470	5	375	10	0	10	0	1165	270	175	700	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:	470	5	375	10	0	10	0	1165	270	175	700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	5	375	10	0	10	0	1165	270	175	700	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
FinalVolume:	470	5	375	10	0	10	0	1165	270	175	700	0
OvlAdjVol:			200						32			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3166	34	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.13	0.01	0.00	0.01	0.00	0.36	0.17	0.06	0.22	0.00
OvlAdjV/S:			0.07						0.02			
Crit Moves:	****			****				****		****		

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	65	180	0	0	190	330	420	0	185	0	0	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:	65	180	0	0	190	330	420	0	185	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:	65	180	0	0	190	330	420	0	185	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	65	180	0	0	190	330	420	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	180	0	0	190	330	420	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	65	180	0	0	190	330	420	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.00	0.13	0.23	0.15	0.00	0.00	0.00	0.00	0.00
Crit Volume:	65				190		210				0	
Crit Moves:	****				****		****					

APL
2020 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	23	470	0	16	214	425	585	0	5	0	2	75
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:	23	470	0	16	214	425	585	0	5	0	2	75
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:	23	470	0	16	214	425	585	0	5	0	2	75
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:	23	470	0	16	214	425	585	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	470	0	16	214	425	585	0	5	0	2	75
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
FinalVolume:	23	470	0	16	214	425	585	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.01	0.16	0.31	0.21	0.00	0.00	0.00	0.00	0.05
Crit Volume:	23					425	293					75
Crit Moves:	****					****	****					****

APL
2025 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Scenario Report

Scenario:	2025 NEPA Base AM
Command:	2025 NEPA Base AM Peak
Volume:	2025 NEPA Base AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	405	0	0	290	790	0	0	0	15	385	315	2205
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	405	0	0	290	790	0	0	0	15	385	315	2205
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	305	0	0	410	305	0	0	0	0	1020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	305	0	0	410	305	0	0	0	0	1020
#3 Seaside Ave / Navy Way													
Base	245	0	885	0	0	0	0	2275	1060	0	2385	0	6850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	245	0	885	0	0	0	0	2275	1060	0	2385	0	6850
#4 Ferry St / SR 47 Ramps													
Base	0	310	580	25	450	0	0	0	0	635	0	5	2005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	310	580	25	450	0	0	0	0	635	0	5	2005
#5 Anaheim St / Henry Ford Ave													
Base	230	55	80	75	135	50	85	955	325	30	1210	85	3315
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	55	80	75	135	50	85	955	325	30	1210	85	3315
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	130	200	115	150	465	15	55	0	160	70	5	125	1490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	200	115	150	465	15	55	0	160	70	5	125	1490
#7 Alameda Street / Henry Ford Avenue													
Base	0	430	5	5	475	0	155	0	20	0	0	10	1100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	430	5	5	475	0	155	0	20	0	0	10	1100
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	125	0	145	215	1030	0	0	925	140	2580
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	145	215	1030	0	0	925	140	2580
#9 Alameda St / PCH Ramp (O St)													
Base	0	725	270	0	860	0	0	0	0	160	0	195	2210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	725	270	0	860	0	0	0	0	160	0	195	2210

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	315	35	130	130	655	5	10	700	305	2320
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	315	35	130	130	655	5	10	700	305	2320
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	720	120	360	1105	0	0	0	0	80	0	375	2760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	720	120	360	1105	0	0	0	0	80	0	375	2760
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	975	0	0	1005	0	1985
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	975	0	0	1005	0	1985
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	205	40	240	5	15	10	30	600	335	175	1045	5	2705
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	205	40	240	5	15	10	30	600	335	175	1045	5	2705
#14 Ferry St / Terminal Way													
Base	190	105	0	0	220	860	770	0	115	0	0	0	2260
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	105	0	0	220	860	770	0	115	0	0	0	2260
#15 Navy Way / Reeves Ave													
Base	131	780	60	28	548	490	335	4	246	10	4	15	2651
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	131	780	60	28	548	490	335	4	246	10	4	15	2651
#16 Anaheim St / Alameda St													
Base	16	80	228	17	157	130	110	1225	15	287	614	20	2900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	80	228	17	157	130	110	1225	15	287	614	20	2900
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	21	0	25	199	0	64	74	523	23	37	454	2	1422
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	0	25	199	0	64	74	523	23	37	454	2	1422
#32 Middle Road / Sepulveda Blvd													
Base	51	2	89	9	0	1	2	661	65	90	450	6	1426
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	2	89	9	0	1	2	661	65	90	450	6	1426
#37 Figueroa St / C-St / I-110 Ramps													
Base	182	77	0	0	76	71	104	0	354	0	0	23	887
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	182	77	0	0	76	71	104	0	354	0	0	23	887
#53 Pacific Ave / Front St													
Base	537	0	26	0	0	0	0	383	440	23	238	0	1648
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	537	0	26	0	0	0	0	383	440	23	238	0	1648
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	292	458	0	0	291	188	656	0	284	0	0	0	2170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	292	458	0	0	291	188	656	0	284	0	0	0	2170

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	17	88	29	132	119	122	69	841	18	44	756	127	2362
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	88	29	132	119	122	69	841	18	44	756	127	2362
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	1	8	20	18	5	82	48	251	3	52	382	11	881
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	8	20	18	5	82	48	251	3	52	382	11	881
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	440	0	113	54	376	0	0	406	298	1687
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	440	0	113	54	376	0	0	406	298	1687
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	455	458	0	0	251	80	0	0	0	0	0	0	1244
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	455	458	0	0	251	80	0	0	0	0	0	0	1244
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	359	551	35	37	154	82	279	62	682	23	15	6	2285
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	359	551	35	37	154	82	279	62	682	23	15	6	2285
#934 John S. Gibson / I-110 NB Ramps													
Base	744	385	51	7	447	97	20	10	29	14	44	15	1864
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	744	385	51	7	447	97	20	10	29	14	44	15	1864
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	20	12	2	7	29	98	91	310	30	4	447	16	1068
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	12	2	7	29	98	91	310	30	4	447	16	1068

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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	229	22	80	7	15	11	19	324	320	190	333	1	1553
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	229	22	80	7	15	11	19	324	320	190	333	1	1553
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	2	0	29	20	668	0	0	513	1	1233
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	29	20	668	0	0	513	1	1233

APL
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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 Ocean Blvd / Terminal Island F	A	xxxxx	0.548	A	xxxxx	0.548	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.272	A	xxxxx	0.272	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.370	A	xxxxx	0.370	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000
# 14 Ferry St / Terminal Way	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000
# 15 Navy Way / Reeves Ave	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	405	0	0	290	790	0	0	0	15	385	315
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:	5	405	0	0	290	790	0	0	0	15	385	315
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:	5	405	0	0	290	790	0	0	0	15	385	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	405	0	0	290	790	0	0	0	15	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	405	0	0	290	790	0	0	0	15	385	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	405	0	0	290	790	0	0	0	15	385	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.09	0.27	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

APL
2025 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	305	0	0	410	305	0	0	0	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:	0	0	0	305	0	0	410	305	0	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:	0	0	0	305	0	0	410	305	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:	0	0	0	305	0	0	410	305	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	0	0	410	305	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
FinalVolume:	0	0	0	305	0	0	410	305	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.14	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	310	580	25	450	0	0	0	0	635	0	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:	0	310	580	25	450	0	0	0	0	635	0	5
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	310	580	25	450	0	0	0	0	635	0	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:	0	310	580	25	450	0	0	0	0	635	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	310	580	25	450	0	0	0	0	635	0	5
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
FinalVolume:	0	310	580	25	450	0	0	0	0	635	0	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:	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	2828	0	22
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.41	0.02	0.16	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Volume:		310		25					0	320		
Crit Moves:		****		****						****		

APL
2025 NEPA Baseline/Alt 1/Alt 2
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	230	55	80	75	135	50	85	955	325	30	1210	85
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:	230	55	80	75	135	50	85	955	325	30	1210	85
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:	230	55	80	75	135	50	85	955	325	30	1210	85
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:	230	55	80	75	135	50	85	955	0	30	1210	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	55	80	75	135	50	85	955	0	30	1210	85
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	230	55	80	75	135	50	85	955	0	30	1210	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.19	0.81	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3120	1155	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.06	0.05	0.04	0.04	0.06	0.34	0.00	0.02	0.42	0.06
Crit Volume:	115			75			85			605		
Crit Moves:	****			****			****			****		

APL
2025 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	130	200	115	150	465	15	55	0	160	70	5	125
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:	130	200	115	150	465	15	55	0	160	70	5	125
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:	130	200	115	150	465	15	55	0	160	70	5	125
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:	130	200	0	150	465	15	55	0	160	70	5	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	200	0	150	465	15	55	0	160	70	5	125
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
FinalVolume:	130	200	0	150	465	15	55	0	160	70	5	125
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.93	0.07	1.00
Final Sat.:	1375	2750	1375	2750	2664	86	1375	0	1375	1283	92	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.00	0.05	0.17	0.17	0.04	0.00	0.12	0.05	0.05	0.09
Crit Volume:	130				240				160		75	
Crit Moves:	****				****				****		****	

APL
2025 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.272
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	430	5	5	475	0	155	0	20	0	0	10
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	430	5	5	475	0	155	0	20	0	0	10
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	430	5	5	475	0	155	0	20	0	0	10
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	430	5	5	475	0	155	0	20	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	5	5	475	0	155	0	20	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	5	10	475	0	155	0	20	0	0	10
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	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	63	2937	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.08	0.16	0.00	0.10	0.00	0.01	0.00	0.00	0.01
Crit Volume:	0				243		155					10
Crit Moves:	****				****		****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	125	0	145	215	1030	0	0	925	140
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	0	0	125	0	145	215	1030	0	0	925	140
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	0	0	125	0	145	215	1030	0	0	925	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	145	215	1030	0	0	925	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	145	215	1030	0	0	925	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	145	215	1030	0	0	925	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.61	0.39
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3713	562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.10	0.15	0.36	0.00	0.00	0.25	0.25
Crit Volume:		0		125			215				355	
Crit Moves:				****			****				****	

APL
2025 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																			
Base Vol:	0	725	270	0	860	0	0	0	0	160	0	195
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	725	270	0	860	0	0	0	0	160	0	195
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	725	270	0	860	0	0	0	0	160	0	195
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	725	270	0	860	0	0	0	0	160	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	725	270	0	860	0	0	0	0	160	0	195
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
FinalVolume:	0	725	270	0	860	0	0	0	0	160	0	195
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	2.19	0.81	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3115	1160	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.23	0.23	0.00	0.20	0.00	0.00	0.00	0.00	0.11	0.00	0.14
Crit Volume:			332		0			0				195
Crit Moves:			****	****								****

APL
2025 NEPA Baseline/Alt 1/Alt 2
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	5	25	5	315	35	130	130	655	5	10	700	305
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:	5	25	5	315	35	130	130	655	5	10	700	305
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:	5	25	5	315	35	130	130	655	5	10	700	305
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:	5	25	5	315	35	130	130	655	5	10	700	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	315	35	130	130	655	5	10	700	305
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
FinalVolume:	5	25	5	315	35	130	130	655	5	10	700	305
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.80	0.20	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2880	320	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.11	0.11	0.08	0.08	0.20	0.00	0.01	0.44	0.19
Crit Moves:		****		****			****				****	

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	720	120	360	1105	0	0	0	0	80	0	375
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	720	120	360	1105	0	0	0	0	80	0	375
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	720	120	360	1105	0	0	0	0	80	0	375
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:	0	720	120	360	1105	0	0	0	0	80	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	720	120	360	1105	0	0	0	0	80	0	375
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	720	120	360	1105	0	0	0	0	80	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.57	0.43	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4114	686	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.17	0.23	0.23	0.00	0.00	0.00	0.00	0.05	0.00	0.12
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1! 0	1	0	2 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	975	0	0	1005	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:	0	0	0	0	0	0	5	975	0	0	1005	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:	0	0	0	0	0	0	5	975	0	0	1005	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:	0	0	0	0	0	0	5	975	0	0	1005	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	975	0	0	1005	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
FinalVolume:	0	0	0	0	0	0	5	975	0	0	1005	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.39	0.00
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0 0 2	0	0	1! 0 0	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	205	40	240	5	15	10	30	600	335	175	1045	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:	205	40	240	5	15	10	30	600	335	175	1045	5
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:	205	40	240	5	15	10	30	600	335	175	1045	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:	205	40	240	5	15	10	30	600	335	175	1045	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	40	240	5	15	10	30	600	335	175	1045	5
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
FinalVolume:	205	40	240	5	15	10	30	600	335	175	1045	5
OvlAdjVol:			65						212			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.67	0.33	2.00	0.17	0.50	0.33	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2678	522	2880	267	800	533	1600	3200	1600	2880	3185	15
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.02	0.02	0.02	0.02	0.19	0.21	0.06	0.33	0.33
OvlAdjV/S:			0.02						0.13			
Crit Moves:	****					****	****				****	

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	190	105	0	0	220	860	770	0	115	0	0	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:	190	105	0	0	220	860	770	0	115	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:	190	105	0	0	220	860	770	0	115	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	190	105	0	0	220	860	770	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	105	0	0	220	860	770	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	190	105	0	0	220	860	770	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.00	0.00	0.15	0.60	0.27	0.00	0.00	0.00	0.00	0.00
Crit Volume:	190					860	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	131	780	60	28	548	490	335	4	246	10	4	15
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:	131	780	60	28	548	490	335	4	246	10	4	15
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:	131	780	60	28	548	490	335	4	246	10	4	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:	131	780	60	28	548	490	335	4	246	10	4	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	780	60	28	548	490	335	4	246	10	4	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	780	60	28	548	490	335	4	246	10	4	15
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	2.79	0.21	1.00	1.06	0.94	2.00	0.02	0.98	0.71	0.29	1.00
Final Sat.:	1375	3830	295	1375	1452	1298	2750	22	1353	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.02	0.38	0.38	0.12	0.18	0.18	0.01	0.01	0.01
Crit Volume:	131					519			250		14	
Crit Moves:	****					****			****		****	

APL
2025 NEPA Baseline/Alt 1/Alt 2
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Scenario Report

Scenario:	2025 NEPA Base MD
Command:	2025 NEPA Base MD Peak
Volume:	2025 NEPA Base MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	550	0	0	420	560	0	0	0	10	195	310	2050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	550	0	0	420	560	0	0	0	10	195	310	2050
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	430	5	0	550	290	0	0	0	0	1280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	430	5	0	550	290	0	0	0	0	1280
#3 Seaside Ave / Navy Way													
Base	615	0	1285	0	0	0	0	1805	1165	0	1715	0	6585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	615	0	1285	0	0	0	0	1805	1165	0	1715	0	6585
#4 Ferry St / SR 47 Ramps													
Base	0	485	785	5	340	0	0	0	0	915	0	5	2535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	485	785	5	340	0	0	0	0	915	0	5	2535
#5 Anaheim St / Henry Ford Ave													
Base	245	185	90	165	250	105	125	1050	240	85	1070	145	3755
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	245	185	90	165	250	105	125	1050	240	85	1070	145	3755
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	40	10	30	0	15	195	35	140	75	240	210	990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	40	10	30	0	15	195	35	140	75	240	210	990
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	110	0	120	235	965	0	0	870	180	2480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	110	0	120	235	965	0	0	870	180	2480
#9 Alameda St / PCH Ramp (O St)													
Base	0	1070	230	0	965	0	0	0	0	130	0	280	2675
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1070	230	0	965	0	0	0	0	130	0	280	2675

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	230	30	90	150	580	10	10	590	430	2170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	230	30	90	150	580	10	10	590	430	2170
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1060	205	145	835	0	0	0	0	210	0	390	2845
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1060	205	145	835	0	0	0	0	210	0	390	2845
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	820	0	0	1020	0	1845
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	820	0	0	1020	0	1845
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	575	5	120	0	20	10	20	665	360	135	630	10	2550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	575	5	120	0	20	10	20	665	360	135	630	10	2550
#14 Ferry St / Terminal Way													
Base	215	245	0	0	240	1020	1025	0	215	0	0	0	2960
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	215	245	0	0	240	1020	1025	0	215	0	0	0	2960
#15 Navy Way / Reeves Ave													
Base	73	1054	5	19	616	530	795	1	129	15	2	51	3290
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	73	1054	5	19	616	530	795	1	129	15	2	51	3290
#16 Anaheim St / Alameda St													
Base	7	334	336	19	206	159	127	700	12	263	1014	29	3207
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	334	336	19	206	159	127	700	12	263	1014	29	3207
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	21	2	33	127	4	176	100	690	33	23	680	7	1896
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	2	33	127	4	176	100	690	33	23	680	7	1896
#32 Middle Road / Sepulveda Blvd													
Base	50	1	93	17	0	5	6	770	54	98	612	3	1709
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	1	93	17	0	5	6	770	54	98	612	3	1709
#37 Figueroa St / C-St / I-110 Ramps													
Base	395	118	0	0	86	93	129	0	321	0	0	32	1174
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	395	118	0	0	86	93	129	0	321	0	0	32	1174
#53 Pacific Ave / Front St													
Base	450	0	17	0	0	0	0	207	639	9	369	0	1690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	450	0	17	0	0	0	0	207	639	9	369	0	1690
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	383	516	0	0	357	264	495	0	396	0	0	0	2411
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	383	516	0	0	357	264	495	0	396	0	0	0	2411

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	28	227	43	174	138	119	90	875	12	15	843	126	2690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	227	43	174	138	119	90	875	12	15	843	126	2690
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	1	7	96	5	3	54	128	562	0	28	262	31	1178
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	7	96	5	3	54	128	562	0	28	262	31	1178
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	310	89	85	82	520	0	0	460	421	1967
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	310	89	85	82	520	0	0	460	421	1967
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	522	340	0	0	268	123	0	0	0	0	0	0	1252
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	522	340	0	0	268	123	0	0	0	0	0	0	1252
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	351	648	15	12	145	115	101	24	1150	23	24	40	2648
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	351	648	15	12	145	115	101	24	1150	23	24	40	2648
#934 John S. Gibson / I-110 NB Ramps													
Base	453	528	5	25	530	12	21	11	15	56	45	38	1741
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	453	528	5	25	530	12	21	11	15	56	45	38	1741
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	86	40	18	6	6	74	105	640	9	9	296	9	1299
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	86	40	18	6	6	74	105	640	9	9	296	9	1299

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	341	28	247	9	12	34	45	488	136	66	371	7	1785
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	341	28	247	9	12	34	45	488	136	66	371	7	1785
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	2	0	26	34	709	0	0	826	3	1601
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	26	34	709	0	0	826	3	1601

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD 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 Ocean Blvd / Terminal Island F	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.396	A	xxxxx	0.396	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000
# 14 Ferry St / Terminal Way	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000
# 15 Navy Way / Reeves Ave	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	550	0	0	420	560	0	0	0	10	195	310
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:	5	550	0	0	420	560	0	0	0	10	195	310
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:	5	550	0	0	420	560	0	0	0	10	195	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	550	0	0	420	560	0	0	0	10	195	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	550	0	0	420	560	0	0	0	10	195	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	550	0	0	420	560	0	0	0	10	195	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.13	0.19	0.00	0.00	0.00	0.01	0.06	0.00
Crit Moves:	****					****					****	

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	430	5	0	550	290	0	0	0	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:	0	5	0	430	5	0	550	290	0	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:	0	5	0	430	5	0	550	290	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:	0	5	0	430	5	0	550	290	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	430	5	0	550	290	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
FinalVolume:	0	5	0	430	5	0	550	290	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3163	37	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.19	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

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

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	485	785	5	340	0	0	0	0	915	0	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:	0	485	785	5	340	0	0	0	0	915	0	5
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	485	785	5	340	0	0	0	0	915	0	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:	0	485	785	5	340	0	0	0	0	915	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	485	785	5	340	0	0	0	0	915	0	5
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
FinalVolume:	0	485	785	5	340	0	0	0	0	915	0	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:	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	0.34	0.55	0.00	0.12	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Crit Volume:		485			5				0	460		
Crit Moves:		****			****					****		

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	245	185	90	165	250	105	125	1050	240	85	1070	145
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	185	90	165	250	105	125	1050	240	85	1070	145
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:	245	185	90	165	250	105	125	1050	240	85	1070	145
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:	245	185	90	165	250	105	125	1050	0	85	1070	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	185	90	165	250	105	125	1050	0	85	1070	145
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	245	185	90	165	250	105	125	1050	0	85	1070	145
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:	1.71	1.29	1.00	1.00	2.11	0.89	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2436	1839	1425	1425	3011	1264	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.12	0.08	0.08	0.09	0.37	0.00	0.06	0.38	0.10
Crit Volume:	143			165			125			535		
Crit Moves:	****			****			****			****		

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	40	10	30	0	15	195	35	140	75	240	210
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	40	10	30	0	15	195	35	140	75	240	210
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	40	10	30	0	15	195	35	140	75	240	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	40	0	30	0	15	195	35	140	75	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	0	30	0	15	195	35	140	75	240	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	40	0	30	0	15	195	35	140	75	240	210
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	2.00	1.00	2.00	1.00	1.00	1.00	0.20	0.80	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	275	1100	327	1048	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.01	0.00	0.01	0.14	0.13	0.13	0.23	0.23	0.15
Crit Volume:		20		15			195			315		
Crit Moves:		****		****			****			****		

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95			25		
Crit Moves:		****		****			****			****		

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	110	0	120	235	965	0	0	870	180
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	0	0	110	0	120	235	965	0	0	870	180
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	0	0	110	0	120	235	965	0	0	870	180
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	110	0	120	235	965	0	0	870	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	120	235	965	0	0	870	180
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
FinalVolume:	0	0	0	110	0	120	235	965	0	0	870	180
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.49	0.51
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3542	733
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.16	0.34	0.00	0.00	0.25	0.25
Crit Volume:		0		110			235					350
Crit Moves:				****			****					****

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	1070	230	0	965	0	0	0	0	130	0	280
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	1070	230	0	965	0	0	0	0	130	0	280
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	1070	230	0	965	0	0	0	0	130	0	280
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	1070	230	0	965	0	0	0	0	130	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1070	230	0	965	0	0	0	0	130	0	280
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
FinalVolume:	0	1070	230	0	965	0	0	0	0	130	0	280
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3519	756	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.00	0.23	0.00	0.00	0.00	0.00	0.09	0.00	0.20
Crit Volume:			433		0			0				280
Crit Moves:		****	****									****

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	230	30	90	150	580	10	10	590	430
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:	10	25	15	230	30	90	150	580	10	10	590	430
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:	10	25	15	230	30	90	150	580	10	10	590	430
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:	10	25	15	230	30	90	150	580	10	10	590	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	230	30	90	150	580	10	10	590	430
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
FinalVolume:	10	25	15	230	30	90	150	580	10	10	590	430
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.77	0.23	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2831	369	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.08	0.08	0.06	0.09	0.18	0.01	0.01	0.37	0.27
Crit Moves:		****		****			****				****	

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1060	205	145	835	0	0	0	0	210	0	390
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	1060	205	145	835	0	0	0	0	210	0	390
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	1060	205	145	835	0	0	0	0	210	0	390
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:	0	1060	205	145	835	0	0	0	0	210	0	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1060	205	145	835	0	0	0	0	210	0	390
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1060	205	145	835	0	0	0	0	210	0	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.51	0.49	1.00	3.00	0.00	0.00	0.00	0.00	1.05	0.00	1.95
Final Sat.:	0	4022	778	1600	4800	0	0	0	0	1680	0	3120
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.09	0.17	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****						****		

APL
2025 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	820	0	0	1020	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
FinalVolume:	0	0	0	0	0	5	0	820	0	0	1020	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.40	0.00
Crit Moves:				****			****				****	

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	575	5	120	0	20	10	20	665	360	135	630	10
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:	575	5	120	0	20	10	20	665	360	135	630	10
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:	575	5	120	0	20	10	20	665	360	135	630	10
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:	575	5	120	0	20	10	20	665	360	135	630	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	575	5	120	0	20	10	20	665	360	135	630	10
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
FinalVolume:	575	5	120	0	20	10	20	665	360	135	630	10
OvlAdjVol:			0						70			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.67	0.33	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	3172	28	2880	0	1067	533	1600	3200	1600	2880	3150	50
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.04	0.00	0.02	0.02	0.01	0.21	0.23	0.05	0.20	0.20
OvlAdjV/S:			0.00						0.04			
Crit Moves:	****					****		****		****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 Level Of Service: D

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	215	245	0	0	240	1020	1025	0	215	0	0	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:	215	245	0	0	240	1020	1025	0	215	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:	215	245	0	0	240	1020	1025	0	215	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	215	245	0	0	240	1020	1025	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	245	0	0	240	1020	1025	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	215	245	0	0	240	1020	1025	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.09	0.00	0.00	0.17	0.72	0.36	0.00	0.00	0.00	0.00	0.00
Crit Volume:	215					1020	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	73	1054	5	19	616	530	795	1	129	15	2	51
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:	73	1054	5	19	616	530	795	1	129	15	2	51
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:	73	1054	5	19	616	530	795	1	129	15	2	51
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:	73	1054	5	19	616	530	795	1	129	15	2	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1054	5	19	616	530	795	1	129	15	2	51
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
FinalVolume:	73	1054	5	19	616	530	795	1	129	15	2	51
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	2.99	0.01	1.00	1.08	0.92	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4106	19	1375	1478	1272	2750	11	1364	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.01	0.42	0.42	0.29	0.09	0.09	0.01	0.01	0.04
Crit Volume:	73					573	397					51
Crit Moves:	****					****	****					****

APL
2025 NEPA Baseline/Alt 1/Alt 2
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Scenario Report

Scenario:	2025 NEPA Base PM
Command:	2025 NEPA Base PM Peak
Volume:	2025 NEPA Base PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2025 NEPA Baseline/Alt 1/Alt 2
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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	525	0	0	155	660	0	0	0	15	265	335	1965
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	525	0	0	155	660	0	0	0	15	265	335	1965
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	295	0	0	530	360	0	0	0	0	1195
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	295	0	0	530	360	0	0	0	0	1195
#3 Seaside Ave / Navy Way													
Base	620	0	1115	0	0	0	0	2580	890	0	2445	0	7650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	620	0	1115	0	0	0	0	2580	890	0	2445	0	7650
#4 Ferry St / SR 47 Ramps													
Base	0	630	510	5	430	0	0	0	0	445	0	5	2025
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	630	510	5	430	0	0	0	0	445	0	5	2025
#5 Anaheim St / Henry Ford Ave													
Base	340	250	200	225	220	70	100	1285	235	80	1455	195	4655
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	340	250	200	225	220	70	100	1285	235	80	1455	195	4655
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	295	35	105	330	50	70	0	15	95	0	395	1400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	295	35	105	330	50	70	0	15	95	0	395	1400
#7 Alameda Street / Henry Ford Avenue													
Base	0	635	20	10	200	0	135	0	5	20	5	35	1065
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	635	20	10	200	0	135	0	5	20	5	35	1065
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	150	0	215	250	1420	0	0	1200	205	3440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	150	0	215	250	1420	0	0	1200	205	3440
#9 Alameda St / PCH Ramp (O St)													
Base	0	1090	365	0	975	0	0	0	0	245	0	205	2880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1090	365	0	975	0	0	0	0	245	0	205	2880

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APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	195	20	130	215	960	0	5	715	405	2710
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	195	20	130	215	960	0	5	715	405	2710
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1245	120	225	605	0	0	0	0	90	0	565	2850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1245	120	225	605	0	0	0	0	90	0	565	2850
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1175	0	0	1120	0	2295
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1175	0	0	1120	0	2295
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	485	5	355	10	0	10	0	1185	265	160	725	0	3200
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	485	5	355	10	0	10	0	1185	265	160	725	0	3200
#14 Ferry St / Terminal Way													
Base	15	190	0	0	200	675	945	0	230	0	0	0	2255
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	190	0	0	200	675	945	0	230	0	0	0	2255
#15 Navy Way / Reeves Ave													
Base	23	1045	0	16	429	450	615	0	5	0	2	75	2660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	1045	0	16	429	450	615	0	5	0	2	75	2660
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 NEPA Baseline/Alt 1/Alt 2
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 Ocean Blvd / Terminal Island F	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.379	A	xxxxx	0.379	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.348	A	xxxxx	0.348	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000 V/C

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.468
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	525	0	0	155	660	0	0	0	15	265	335
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:	10	525	0	0	155	660	0	0	0	15	265	335
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:	10	525	0	0	155	660	0	0	0	15	265	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	525	0	0	155	660	0	0	0	15	265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	525	0	0	155	660	0	0	0	15	265	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	525	0	0	155	660	0	0	0	15	265	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.00	0.05	0.23	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	295	0	0	530	360	0	0	0	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:	0	5	5	295	0	0	530	360	0	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:	0	5	5	295	0	0	530	360	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:	0	5	5	295	0	0	530	360	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	295	0	0	530	360	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
FinalVolume:	0	5	5	295	0	0	530	360	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.18	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	630	510	5	430	0	0	0	0	445	0	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:	0	630	510	5	430	0	0	0	0	445	0	5
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	630	510	5	430	0	0	0	0	445	0	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:	0	630	510	5	430	0	0	0	0	445	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	630	510	5	430	0	0	0	0	445	0	5
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
FinalVolume:	0	630	510	5	430	0	0	0	0	445	0	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:	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	0.44	0.36	0.00	0.15	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:		630			5			0		225		
Crit Moves:		****			****					****		

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	Level Of Service:	D

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	340	250	200	225	220	70	100	1285	235	80	1455	195
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:	340	250	200	225	220	70	100	1285	235	80	1455	195
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:	340	250	200	225	220	70	100	1285	235	80	1455	195
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:	340	250	200	225	220	70	100	1285	0	80	1455	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	250	200	225	220	70	100	1285	0	80	1455	195
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	340	250	200	225	220	70	100	1285	0	80	1455	195
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:	1.73	1.27	1.00	1.00	2.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2464	1811	1425	1425	3243	1032	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.16	0.07	0.07	0.07	0.45	0.00	0.06	0.51	0.14
Crit Volume:			200	225			100				728	
Crit Moves:			****	****			****				****	

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	295	35	105	330	50	70	0	15	95	0	395
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:	10	295	35	105	330	50	70	0	15	95	0	395
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:	10	295	35	105	330	50	70	0	15	95	0	395
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:	10	295	0	105	330	50	70	0	15	95	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	295	0	105	330	50	70	0	15	95	0	395
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
FinalVolume:	10	295	0	105	330	50	70	0	15	95	0	395
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2388	362	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.29
Crit Volume:	10				190		70					395
Crit Moves:	****				****		****					****

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	635	20	10	200	0	135	0	5	20	5	35
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	635	20	10	200	0	135	0	5	20	5	35
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	635	20	10	200	0	135	0	5	20	5	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	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	635	20	10	200	0	135	0	5	20	5	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	20	10	200	0	135	0	5	20	5	35
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	635	20	40	200	0	135	0	5	20	5	35
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	1.00	0.44	1.56	0.00	1.00	0.00	1.00	0.33	0.08	0.59
Final Sat.:	0	3000	1500	667	2333	0	1500	0	1500	500	125	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.01	0.01	0.09	0.00	0.09	0.00	0.00	0.04	0.04	0.04
Crit Volume:		318			10		135				60	
Crit Moves:		****			****		****				****	

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	150	0	215	250	1420	0	0	1200	205
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	0	0	150	0	215	250	1420	0	0	1200	205
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	0	0	150	0	215	250	1420	0	0	1200	205
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	150	0	215	250	1420	0	0	1200	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	215	250	1420	0	0	1200	205
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
FinalVolume:	0	0	0	150	0	215	250	1420	0	0	1200	205
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3651	624
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.18	0.50	0.00	0.00	0.33	0.33
Crit Volume:		0		150			250				468	
Crit Moves:				****			****				****	

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	1090	365	0	975	0	0	0	0	245	0	205
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	1090	365	0	975	0	0	0	0	245	0	205
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	1090	365	0	975	0	0	0	0	245	0	205
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	1090	365	0	975	0	0	0	0	245	0	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1090	365	0	975	0	0	0	0	245	0	205
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
FinalVolume:	0	1090	365	0	975	0	0	0	0	245	0	205
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	2.25	0.75	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3203	1072	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.00	0.23	0.00	0.00	0.00	0.00	0.17	0.00	0.14
Crit Volume:			485		0				0		245	
Crit Moves:			****	****							****	

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	195	20	130	215	960	0	5	715	405
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:	5	40	20	195	20	130	215	960	0	5	715	405
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:	5	40	20	195	20	130	215	960	0	5	715	405
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:	5	40	20	195	20	130	215	960	0	5	715	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	195	20	130	215	960	0	5	715	405
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
FinalVolume:	5	40	20	195	20	130	215	960	0	5	715	405
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2902	298	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.13	0.30	0.00	0.00	0.45	0.25
Crit Moves:		****		****			****				****	

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0 0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1245	120	225	605	0	0	0	0	90	0	565
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	1245	120	225	605	0	0	0	0	90	0	565
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	1245	120	225	605	0	0	0	0	90	0	565
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:	0	1245	120	225	605	0	0	0	0	90	0	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1245	120	225	605	0	0	0	0	90	0	565
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1245	120	225	605	0	0	0	0	90	0	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.74	0.26	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4378	422	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.14	0.13	0.00	0.00	0.00	0.00	0.06	0.00	0.18
Crit Moves:		****		****								****

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1175	0	0	1120	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:	0	0	0	0	0	0	0	1175	0	0	1120	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:	0	0	0	0	0	0	0	1175	0	0	1120	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:	0	0	0	0	0	0	0	1175	0	0	1120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1175	0	0	1120	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	
FinalVolume:	0	0	0	0	0	0	0	1175	0	0	1120	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80	
Lanes:	0.00 0.00	0.00		0.00 1.00	0.00		1.00 2.00	0.00		0.00 2.00	1.00	
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.00 0.00	0.00		0.00 0.46	0.00		0.00 0.44	0.00	
Crit Moves:							****			****		

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	485	5	355	10	0	10	0	1185	265	160	725	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:	485	5	355	10	0	10	0	1185	265	160	725	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:	485	5	355	10	0	10	0	1185	265	160	725	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:	485	5	355	10	0	10	0	1185	265	160	725	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	5	355	10	0	10	0	1185	265	160	725	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	
FinalVolume:	485	5	355	10	0	10	0	1185	265	160	725	0
OvlAdjVol:			195						20			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.98 0.02	2.00		0.50 0.00	0.50		1.00 2.00	1.00		2.00 2.00	0.00	
Final Sat.:	3167	33	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15 0.15	0.12		0.01 0.00	0.01		0.00 0.37	0.17		0.06 0.23	0.00	
OvlAdjV/S:		0.07						0.01				
Crit Moves:	****			****				****		****		

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	15	190	0	0	200	675	945	0	230	0	0	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:	15	190	0	0	200	675	945	0	230	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:	15	190	0	0	200	675	945	0	230	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	15	190	0	0	200	675	945	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	190	0	0	200	675	945	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	15	190	0	0	200	675	945	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.00	0.00	0.14	0.47	0.33	0.00	0.00	0.00	0.00	0.00
Crit Volume:	15					675	0				0	
Crit Moves:	****					****	****					

APL
2025 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	23	1045	0	16	429	450	615	0	5	0	2	75
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:	23	1045	0	16	429	450	615	0	5	0	2	75
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:	23	1045	0	16	429	450	615	0	5	0	2	75
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:	23	1045	0	16	429	450	615	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1045	0	16	429	450	615	0	5	0	2	75
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
FinalVolume:	23	1045	0	16	429	450	615	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.00	0.01	0.31	0.33	0.22	0.00	0.00	0.00	0.00	0.05
Crit Volume:	23					450	308					75
Crit Moves:	****					****	****					****

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Scenario Report

Scenario:	2027 NEPA Base AM
Command:	2027 NEPA Base AM Peak
Volume:	2027 NEPA Base AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
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AM Peak Hour

Turning Movement Report
None

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	405	0	0	305	830	0	0	0	15	385	360	2305
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	405	0	0	305	830	0	0	0	15	385	360	2305
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	320	0	0	410	305	0	0	0	0	1035
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	320	0	0	410	305	0	0	0	0	1035
#3 Seaside Ave / Navy Way													
Base	350	0	830	0	0	0	0	2390	1090	0	2470	0	7130
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	350	0	830	0	0	0	0	2390	1090	0	2470	0	7130
#4 Ferry St / SR 47 Ramps													
Base	0	315	605	30	445	0	0	0	0	680	0	5	2080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	315	605	30	445	0	0	0	0	680	0	5	2080
#5 Anaheim St / Henry Ford Ave													
Base	290	60	80	70	125	60	90	1000	335	25	1265	70	3470
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	290	60	80	70	125	60	90	1000	335	25	1265	70	3470
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	135	260	135	135	510	15	55	0	170	85	5	140	1645
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	260	135	135	510	15	55	0	170	85	5	140	1645
#7 Alameda Street / Henry Ford Avenue													
Base	0	435	5	5	495	0	190	0	35	0	0	10	1175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	435	5	5	495	0	190	0	35	0	0	10	1175
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	125	0	145	215	1095	0	0	990	140	2710
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	145	215	1095	0	0	990	140	2710
#9 Alameda St / PCH Ramp (O St)													
Base	0	790	270	0	905	0	0	0	0	170	0	185	2320
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	790	270	0	905	0	0	0	0	170	0	185	2320

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APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	325	35	130	135	690	5	10	710	320	2395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	325	35	130	135	690	5	10	710	320	2395
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	765	135	355	1145	0	0	0	0	95	0	385	2880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	765	135	355	1145	0	0	0	0	95	0	385	2880
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	1020	0	0	1035	0	2060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	1020	0	0	1035	0	2060
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	215	35	250	5	15	10	30	640	335	170	1100	5	2810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	215	35	250	5	15	10	30	640	335	170	1100	5	2810
#14 Ferry St / Terminal Way													
Base	185	105	0	0	225	900	795	0	115	0	0	0	2325
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	185	105	0	0	225	900	795	0	115	0	0	0	2325
#15 Navy Way / Reeves Ave													
Base	131	827	50	28	568	495	335	4	376	10	4	18	2846
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	131	827	50	28	568	495	335	4	376	10	4	18	2846
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
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 Ocean Blvd / Terminal Island F	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.302	A	xxxxx	0.302	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
# 14 Ferry St / Terminal Way	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000 V/C

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AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	405	0	0	305	830	0	0	0	15	385	360
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:	5	405	0	0	305	830	0	0	0	15	385	360
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:	5	405	0	0	305	830	0	0	0	15	385	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	405	0	0	305	830	0	0	0	15	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	405	0	0	305	830	0	0	0	15	385	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	405	0	0	305	830	0	0	0	15	385	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.10	0.29	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.342
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	320	0	0	410	305	0	0	0	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:	0	0	0	320	0	0	410	305	0	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:	0	0	0	320	0	0	410	305	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:	0	0	0	320	0	0	410	305	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	0	410	305	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
FinalVolume:	0	0	0	320	0	0	410	305	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.14	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.482
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	315	605	30	445	0	0	0	0	680	0	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:	0	315	605	30	445	0	0	0	0	680	0	5
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	315	605	30	445	0	0	0	0	680	0	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:	0	315	605	30	445	0	0	0	0	680	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	315	605	30	445	0	0	0	0	680	0	5
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
FinalVolume:	0	315	605	30	445	0	0	0	0	680	0	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:	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	2829	0	21
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.42	0.02	0.16	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Volume:		315		30				0		343		
Crit Moves:		****		****						****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

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:	Henry Ford Ave						Anaheim St					
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	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:	290	60	80	70	125	60	90	1000	335	25	1265	70
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:	290	60	80	70	125	60	90	1000	335	25	1265	70
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:	290	60	80	70	125	60	90	1000	335	25	1265	70
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:	290	60	80	70	125	60	90	1000	0	25	1265	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	60	80	70	125	60	90	1000	0	25	1265	70
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	290	60	80	70	125	60	90	1000	0	25	1265	70
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	1.00	1.00	1.00	2.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	2889	1386	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.06	0.05	0.04	0.04	0.06	0.35	0.00	0.02	0.44	0.05
Crit Volume:	145			70			90			633		
Crit Moves:	****			****			****			****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	135	260	135	135	510	15	55	0	170	85	5	140
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:	135	260	135	135	510	15	55	0	170	85	5	140
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:	135	260	135	135	510	15	55	0	170	85	5	140
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:	135	260	0	135	510	15	55	0	170	85	5	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	260	0	135	510	15	55	0	170	85	5	140
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
FinalVolume:	135	260	0	135	510	15	55	0	170	85	5	140
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.94	0.06	1.00
Final Sat.:	1375	2750	1375	2750	2671	79	1375	0	1375	1299	76	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.00	0.05	0.19	0.19	0.04	0.00	0.12	0.07	0.07	0.10
Crit Volume:	135				263				170		90	
Crit Moves:	****				****				****		****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	435	5	5	495	0	190	0	35	0	0	10
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	435	5	5	495	0	190	0	35	0	0	10
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	435	5	5	495	0	190	0	35	0	0	10
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	435	5	5	495	0	190	0	35	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	5	5	495	0	190	0	35	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	435	5	10	495	0	190	0	35	0	0	10
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	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	61	2939	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.08	0.17	0.00	0.13	0.00	0.02	0.00	0.00	0.01
Crit Volume:	0				253		190					10
Crit Moves:	****				****		****					****

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	125	0	145	215	1095	0	0	990	140
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	0	0	125	0	145	215	1095	0	0	990	140
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	0	0	125	0	145	215	1095	0	0	990	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	145	215	1095	0	0	990	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	145	215	1095	0	0	990	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	145	215	1095	0	0	990	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.63	0.37
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3745	530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.10	0.15	0.38	0.00	0.00	0.26	0.26
Crit Volume:			0			125		215			377	
Crit Moves:				****			****				****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	790	270	0	905	0	0	0	0	170	0	185
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	790	270	0	905	0	0	0	0	170	0	185
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	790	270	0	905	0	0	0	0	170	0	185
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	790	270	0	905	0	0	0	0	170	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	790	270	0	905	0	0	0	0	170	0	185
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
FinalVolume:	0	790	270	0	905	0	0	0	0	170	0	185
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	2.24	0.76	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3186	1089	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.21	0.00	0.00	0.00	0.00	0.12	0.00	0.13
Crit Volume:			353		0			0				185
Crit Moves:		****	****									****

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	25	5	325	35	130	135	690	5	10	710	320
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:	5	25	5	325	35	130	135	690	5	10	710	320
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:	5	25	5	325	35	130	135	690	5	10	710	320
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:	5	25	5	325	35	130	135	690	5	10	710	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	325	35	130	135	690	5	10	710	320
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
FinalVolume:	5	25	5	325	35	130	135	690	5	10	710	320
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2889	311	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.11	0.11	0.08	0.08	0.22	0.00	0.01	0.44	0.20
Crit Moves:		****		****			****				****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	765	135	355	1145	0	0	0	0	95	0	385
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	765	135	355	1145	0	0	0	0	95	0	385
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	765	135	355	1145	0	0	0	0	95	0	385
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:	0	765	135	355	1145	0	0	0	0	95	0	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	765	135	355	1145	0	0	0	0	95	0	385
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	765	135	355	1145	0	0	0	0	95	0	385
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.55	0.45	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4080	720	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.22	0.24	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:		****		****								****

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	1020	0	0	1035	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:	0	0	0	0	0	0	5	1020	0	0	1035	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:	0	0	0	0	0	0	5	1020	0	0	1035	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:	0	0	0	0	0	0	5	1020	0	0	1035	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	1020	0	0	1035	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
FinalVolume:	0	0	0	0	0	0	5	1020	0	0	1035	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.40	0.00
Crit Moves:							****				****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	215	35	250	5	15	10	30	640	335	170	1100	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:	215	35	250	5	15	10	30	640	335	170	1100	5
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:	215	35	250	5	15	10	30	640	335	170	1100	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:	215	35	250	5	15	10	30	640	335	170	1100	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	35	250	5	15	10	30	640	335	170	1100	5
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
FinalVolume:	215	35	250	5	15	10	30	640	335	170	1100	5
OvlAdjVol:		80							210			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.72	0.28	2.00	0.17	0.50	0.33	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2752	448	2880	267	800	533	1600	3200	1600	2880	3186	14
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.02	0.02	0.02	0.02	0.20	0.21	0.06	0.35	0.35
OvlAdjV/S:		0.03							0.13			
Crit Moves:	****					****	****				****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	185	105	0	0	225	900	795	0	115	0	0	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:	185	105	0	0	225	900	795	0	115	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:	185	105	0	0	225	900	795	0	115	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	185	105	0	0	225	900	795	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	105	0	0	225	900	795	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	185	105	0	0	225	900	795	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.00	0.00	0.16	0.63	0.28	0.00	0.00	0.00	0.00	0.00
Crit Volume:	185					900	0				0	
Crit Moves:	****					****	****					

APL
2027 NEPA Baseline/Alt 1/Alt 2
AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

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:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	131	827	50	28	568	495	335	4	376	10	4	18
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:	131	827	50	28	568	495	335	4	376	10	4	18
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:	131	827	50	28	568	495	335	4	376	10	4	18
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:	131	827	50	28	568	495	335	4	376	10	4	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	827	50	28	568	495	335	4	376	10	4	18
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
FinalVolume:	131	827	50	28	568	495	335	4	376	10	4	18
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	2.83	0.17	1.00	1.07	0.93	2.00	0.01	0.99	0.71	0.29	1.00
Final Sat.:	1375	3890	235	1375	1469	1281	2750	14	1361	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.02	0.39	0.39	0.12	0.28	0.28	0.01	0.01	0.01
Crit Volume:	131				532			380			14	
Crit Moves:	****				****			****			****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Scenario Report

Scenario:	2027 NEPA Base MD
Command:	2027 NEPA Base MD Peak
Volume:	2027 NEPA Base MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	550	0	0	425	625	0	0	0	10	210	335	2160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	550	0	0	425	625	0	0	0	10	210	335	2160
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	435	5	0	550	290	0	0	0	0	1285
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	435	5	0	550	290	0	0	0	0	1285
#3 Seaside Ave / Navy Way													
Base	675	0	1265	0	0	0	0	1895	1195	0	1770	0	6800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	675	0	1265	0	0	0	0	1895	1195	0	1770	0	6800
#4 Ferry St / SR 47 Ramps													
Base	0	570	765	5	340	0	0	0	0	965	0	5	2650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	570	765	5	340	0	0	0	0	965	0	5	2650
#5 Anaheim St / Henry Ford Ave													
Base	255	180	85	160	245	110	135	1095	250	80	1120	140	3855
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	255	180	85	160	245	110	135	1095	250	80	1120	140	3855
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	40	10	30	0	15	195	35	135	75	240	210	985
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	40	10	30	0	15	195	35	135	75	240	210	985
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	115	0	120	240	995	0	0	915	185	2570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	115	0	120	240	995	0	0	915	185	2570
#9 Alameda St / PCH Ramp (O St)													
Base	0	1125	235	0	1005	0	0	0	0	150	0	280	2795
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1125	235	0	1005	0	0	0	0	150	0	280	2795

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APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	250	30	95	150	610	10	10	615	435	2255
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	250	30	95	150	610	10	10	615	435	2255
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1105	225	155	875	0	0	0	0	220	0	395	2975
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1105	225	155	875	0	0	0	0	220	0	395	2975
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	875	0	0	1055	0	1935
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	875	0	0	1055	0	1935
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	570	5	120	0	20	10	20	700	360	135	665	10	2615
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	570	5	120	0	20	10	20	700	360	135	665	10	2615
#14 Ferry St / Terminal Way													
Base	200	245	0	0	240	1065	1090	0	165	0	0	0	3005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	245	0	0	240	1065	1090	0	165	0	0	0	3005
#15 Navy Way / Reeves Ave													
Base	68	1095	5	8	648	540	795	1	114	15	2	50	3341
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	68	1095	5	8	648	540	795	1	114	15	2	50	3341
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.430	A	xxxxx	0.430	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.396	A	xxxxx	0.396	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 14 Ferry St / Terminal Way	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000 V/C

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	550	0	0	425	625	0	0	0	10	210	335
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:	5	550	0	0	425	625	0	0	0	10	210	335
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:	5	550	0	0	425	625	0	0	0	10	210	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	550	0	0	425	625	0	0	0	10	210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	550	0	0	425	625	0	0	0	10	210	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	550	0	0	425	625	0	0	0	10	210	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.13	0.22	0.00	0.00	0.00	0.01	0.07	0.00
Crit Moves:	****					****					****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.430
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	435	5	0	550	290	0	0	0	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:	0	5	0	435	5	0	550	290	0	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:	0	5	0	435	5	0	550	290	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:	0	5	0	435	5	0	550	290	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	435	5	0	550	290	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
FinalVolume:	0	5	0	435	5	0	550	290	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3164	36	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.19	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	570	765	5	340	0	0	0	0	965	0	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:	0	570	765	5	340	0	0	0	0	965	0	5
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	570	765	5	340	0	0	0	0	965	0	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:	0	570	765	5	340	0	0	0	0	965	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	765	5	340	0	0	0	0	965	0	5
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
FinalVolume:	0	570	765	5	340	0	0	0	0	965	0	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:	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	0.40	0.54	0.00	0.12	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Crit Volume:		570		5					0	485		
Crit Moves:		****		****						****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	255	180	85	160	245	110	135	1095	250	80	1120	140
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:	255	180	85	160	245	110	135	1095	250	80	1120	140
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:	255	180	85	160	245	110	135	1095	250	80	1120	140
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:	255	180	85	160	245	110	135	1095	0	80	1120	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	180	85	160	245	110	135	1095	0	80	1120	140
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	255	180	85	160	245	110	135	1095	0	80	1120	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.76	1.24	1.00	1.00	2.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2506	1769	1425	1425	2950	1325	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.11	0.08	0.08	0.09	0.38	0.00	0.06	0.39	0.10
Crit Volume:	145			160			135			560		
Crit Moves:	****			****			****			****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	40	10	30	0	15	195	35	135	75	240	210
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	40	10	30	0	15	195	35	135	75	240	210
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	40	10	30	0	15	195	35	135	75	240	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	40	0	30	0	15	195	35	135	75	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	0	30	0	15	195	35	135	75	240	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	40	0	30	0	15	195	35	135	75	240	210
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	2.00	1.00	2.00	1.00	1.00	1.00	0.21	0.79	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	283	1092	327	1048	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.01	0.00	0.01	0.14	0.12	0.12	0.23	0.23	0.15
Crit Volume:		20		15			195			315		
Crit Moves:		****		****			****			****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95			25		
Crit Moves:		****		****			****			****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	115	0	120	240	995	0	0	915	185
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	0	0	115	0	120	240	995	0	0	915	185
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	0	0	115	0	120	240	995	0	0	915	185
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	115	0	120	240	995	0	0	915	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	120	240	995	0	0	915	185
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
FinalVolume:	0	0	0	115	0	120	240	995	0	0	915	185
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3556	719
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.17	0.35	0.00	0.00	0.26	0.26
Crit Volume:		0		115			240					367
Crit Moves:				****			****					****

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1125	235	0	1005	0	0	0	0	150	0	280
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	1125	235	0	1005	0	0	0	0	150	0	280
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	1125	235	0	1005	0	0	0	0	150	0	280
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	1125	235	0	1005	0	0	0	0	150	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1125	235	0	1005	0	0	0	0	150	0	280
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
FinalVolume:	0	1125	235	0	1005	0	0	0	0	150	0	280
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	2.48	0.52	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3536	739	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.00	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.20
Crit Volume:			453		0			0				280
Crit Moves:			****	****								****

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	250	30	95	150	610	10	10	615	435
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:	10	25	15	250	30	95	150	610	10	10	615	435
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:	10	25	15	250	30	95	150	610	10	10	615	435
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:	10	25	15	250	30	95	150	610	10	10	615	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	250	30	95	150	610	10	10	615	435
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
FinalVolume:	10	25	15	250	30	95	150	610	10	10	615	435
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.79	0.21	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2857	343	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.09	0.09	0.06	0.09	0.19	0.01	0.01	0.38	0.27
Crit Moves:		****		****			****				****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1105	225	155	875	0	0	0	0	220	0	395
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	1105	225	155	875	0	0	0	0	220	0	395
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	1105	225	155	875	0	0	0	0	220	0	395
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:	0	1105	225	155	875	0	0	0	0	220	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1105	225	155	875	0	0	0	0	220	0	395
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1105	225	155	875	0	0	0	0	220	0	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.49	0.51	1.00	3.00	0.00	0.00	0.00	0.00	1.07	0.00	1.93
Final Sat.:	0	3988	812	1600	4800	0	0	0	0	1717	0	3083
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.10	0.18	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****						****		

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	875	0	0	1055	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
FinalVolume:	0	0	0	0	0	5	0	875	0	0	1055	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.41	0.00
Crit Moves:				****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	570	5	120	0	20	10	20	700	360	135	665	10
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:	570	5	120	0	20	10	20	700	360	135	665	10
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:	570	5	120	0	20	10	20	700	360	135	665	10
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:	570	5	120	0	20	10	20	700	360	135	665	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	5	120	0	20	10	20	700	360	135	665	10
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
FinalVolume:	570	5	120	0	20	10	20	700	360	135	665	10
OvlAdjVol:			0						72			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.67	0.33	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	3172	28	2880	0	1067	533	1600	3200	1600	2880	3153	47
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.04	0.00	0.02	0.02	0.01	0.22	0.23	0.05	0.21	0.21
OvlAdjV/S:			0.00						0.05			
Crit Moves:	****					****		****		****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	200	245	0	0	240	1065	1090	0	165	0	0	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:	200	245	0	0	240	1065	1090	0	165	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:	200	245	0	0	240	1065	1090	0	165	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	200	245	0	0	240	1065	1090	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	245	0	0	240	1065	1090	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	200	245	0	0	240	1065	1090	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.00	0.00	0.17	0.75	0.38	0.00	0.00	0.00	0.00	0.00
Crit Volume:	200					1065	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	68	1095	5	8	648	540	795	1	114	15	2	50
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:	68	1095	5	8	648	540	795	1	114	15	2	50
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:	68	1095	5	8	648	540	795	1	114	15	2	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:	68	1095	5	8	648	540	795	1	114	15	2	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1095	5	8	648	540	795	1	114	15	2	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
FinalVolume:	68	1095	5	8	648	540	795	1	114	15	2	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:	1.00	2.99	0.01	1.00	1.09	0.91	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4106	19	1375	1500	1250	2750	12	1363	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.01	0.43	0.43	0.29	0.08	0.08	0.01	0.01	0.04
Crit Volume:	68					594	397					50
Crit Moves:	****					****	****					****

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2027 NEPA Baseline/Alt 1/Alt 2
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Scenario Report

Scenario:	2027 NEPA Base PM
Command:	2027 NEPA Base PM Peak
Volume:	2027 NEPA Base PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	535	0	0	165	675	0	0	0	15	280	360	2040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	535	0	0	165	675	0	0	0	15	280	360	2040
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	305	0	0	540	360	0	0	0	0	1215
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	305	0	0	540	360	0	0	0	0	1215
#3 Seaside Ave / Navy Way													
Base	630	0	1190	0	0	0	0	2600	915	0	2465	0	7800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	630	0	1190	0	0	0	0	2600	915	0	2465	0	7800
#4 Ferry St / SR 47 Ramps													
Base	0	660	475	5	440	0	0	0	0	465	0	5	2050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	660	475	5	440	0	0	0	0	465	0	5	2050
#5 Anaheim St / Henry Ford Ave													
Base	325	275	230	315	285	80	95	1270	215	95	1490	230	4905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	325	275	230	315	285	80	95	1270	215	95	1490	230	4905
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	310	35	110	330	50	70	0	10	90	0	430	1445
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	310	35	110	330	50	70	0	10	90	0	430	1445
#7 Alameda Street / Henry Ford Avenue													
Base	0	605	20	10	195	0	210	0	25	20	5	35	1125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	605	20	10	195	0	210	0	25	20	5	35	1125
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	155	0	235	250	1475	0	0	1275	200	3590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	155	0	235	250	1475	0	0	1275	200	3590
#9 Alameda St / PCH Ramp (O St)													
Base	0	1120	390	0	1005	0	0	0	0	235	0	220	2970
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1120	390	0	1005	0	0	0	0	235	0	220	2970

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	190	20	135	220	990	0	5	750	390	2765
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	190	20	135	220	990	0	5	750	390	2765
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1300	110	235	635	0	0	0	0	85	0	565	2930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1300	110	235	635	0	0	0	0	85	0	565	2930
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1205	0	0	1145	0	2350
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1205	0	0	1145	0	2350
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	485	5	375	10	0	10	0	1200	280	185	765	0	3315
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	485	5	375	10	0	10	0	1200	280	185	765	0	3315
#14 Ferry St / Terminal Way													
Base	55	195	0	0	205	700	940	0	230	0	0	0	2325
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	195	0	0	205	700	940	0	230	0	0	0	2325
#15 Navy Way / Reeves Ave													
Base	23	1105	0	16	444	455	640	0	5	0	2	75	2765
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	1105	0	16	444	455	640	0	5	0	2	75	2765
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 NEPA Baseline/Alt 1/Alt 2
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 Ocean Blvd / Terminal Island F	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.386	A	xxxxx	0.386	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	E	xxxxx	0.972	E	xxxxx	0.972	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.872	D	xxxxx	0.872	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	535	0	0	165	675	0	0	0	15	280	360
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:	10	535	0	0	165	675	0	0	0	15	280	360
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:	10	535	0	0	165	675	0	0	0	15	280	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	535	0	0	165	675	0	0	0	15	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	535	0	0	165	675	0	0	0	15	280	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	535	0	0	165	675	0	0	0	15	280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.00	0.00	0.05	0.23	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	305	0	0	540	360	0	0	0	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:	0	5	5	305	0	0	540	360	0	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:	0	5	5	305	0	0	540	360	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:	0	5	5	305	0	0	540	360	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	305	0	0	540	360	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
FinalVolume:	0	5	5	305	0	0	540	360	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.19	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	660	475	5	440	0	0	0	0	465	0	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:	0	660	475	5	440	0	0	0	0	465	0	5
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	660	475	5	440	0	0	0	0	465	0	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:	0	660	475	5	440	0	0	0	0	465	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	660	475	5	440	0	0	0	0	465	0	5
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
FinalVolume:	0	660	475	5	440	0	0	0	0	465	0	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:	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	0.46	0.33	0.00	0.15	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:		660		5				0		235		
Crit Moves:		****		****						****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	325	275	230	315	285	80	95	1270	215	95	1490	230
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:	325	275	230	315	285	80	95	1270	215	95	1490	230
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:	325	275	230	315	285	80	95	1270	215	95	1490	230
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:	325	275	230	315	285	80	95	1270	0	95	1490	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	275	230	315	285	80	95	1270	0	95	1490	230
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	325	275	230	315	285	80	95	1270	0	95	1490	230
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:	1.62	1.38	1.00	1.00	2.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2316	1959	1425	1425	3338	937	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.16	0.22	0.09	0.09	0.07	0.45	0.00	0.07	0.52	0.16
Crit Volume:			230	315			95			745		
Crit Moves:			****	****			****			****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	310	35	110	330	50	70	0	10	90	0	430
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:	10	310	35	110	330	50	70	0	10	90	0	430
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:	10	310	35	110	330	50	70	0	10	90	0	430
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:	10	310	0	110	330	50	70	0	10	90	0	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	310	0	110	330	50	70	0	10	90	0	430
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
FinalVolume:	10	310	0	110	330	50	70	0	10	90	0	430
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2388	362	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.31
Crit Volume:	10				190		70					430
Crit Moves:	****				****		****					****

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	605	20	10	195	0	210	0	25	20	5	35
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	605	20	10	195	0	210	0	25	20	5	35
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	605	20	10	195	0	210	0	25	20	5	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	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	605	20	10	195	0	210	0	25	20	5	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	605	20	10	195	0	210	0	25	20	5	35
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	605	20	40	195	0	210	0	25	20	5	35
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	1.00	0.46	1.54	0.00	1.00	0.00	1.00	0.33	0.08	0.59
Final Sat.:	0	3000	1500	686	2314	0	1500	0	1500	500	125	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.01	0.01	0.08	0.00	0.14	0.00	0.02	0.04	0.04	0.04
Crit Volume:		303			10		210				60	
Crit Moves:		****			****		****				****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	155	0	235	250	1475	0	0	1275	200
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	0	0	155	0	235	250	1475	0	0	1275	200
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	0	0	155	0	235	250	1475	0	0	1275	200
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	155	0	235	250	1475	0	0	1275	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	235	250	1475	0	0	1275	200
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
FinalVolume:	0	0	0	155	0	235	250	1475	0	0	1275	200
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.59	0.41
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3695	580
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.16	0.18	0.52	0.00	0.00	0.35	0.35
Crit Volume:		0		155			250				492	
Crit Moves:				****			****				****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St									PCH (Alameda Ramp)					
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			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	1	
Volume Module:															
Base Vol:	0	1120	390	0	1005	0	0	0	0	235	0	220			
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	1120	390	0	1005	0	0	0	0	235	0	220			
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	1120	390	0	1005	0	0	0	0	235	0	220			
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	1120	390	0	1005	0	0	0	0	235	0	220			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1120	390	0	1005	0	0	0	0	235	0	220			
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			
FinalVolume:	0	1120	390	0	1005	0	0	0	0	235	0	220			
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	2.23	0.77	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00			
Final Sat.:	0	3171	1104	1425	4275	0	0	0	0	1425	0	1425			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.35	0.35	0.00	0.24	0.00	0.00	0.00	0.00	0.16	0.00	0.15			
Crit Volume:			503		0				0		235				
Crit Moves:			****	****							****				

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	5	40	20	190	20	135	220	990	0	5	750	390
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:	5	40	20	190	20	135	220	990	0	5	750	390
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:	5	40	20	190	20	135	220	990	0	5	750	390
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:	5	40	20	190	20	135	220	990	0	5	750	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	190	20	135	220	990	0	5	750	390
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
FinalVolume:	5	40	20	190	20	135	220	990	0	5	750	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2895	305	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.14	0.31	0.00	0.00	0.47	0.24
Crit Moves:		****		****			****				****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1300	110	235	635	0	0	0	0	85	0	565
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	1300	110	235	635	0	0	0	0	85	0	565
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	1300	110	235	635	0	0	0	0	85	0	565
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:	0	1300	110	235	635	0	0	0	0	85	0	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1300	110	235	635	0	0	0	0	85	0	565
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1300	110	235	635	0	0	0	0	85	0	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.77	0.23	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4426	374	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.15	0.13	0.00	0.00	0.00	0.00	0.05	0.00	0.18
Crit Moves:		****		****								****

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1205	0	0	1145	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:	0	0	0	0	0	0	0	1205	0	0	1145	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:	0	0	0	0	0	0	0	1205	0	0	1145	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:	0	0	0	0	0	0	0	1205	0	0	1145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1205	0	0	1145	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
FinalVolume:	0	0	0	0	0	0	0	1205	0	0	1145	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.45	0.00
Crit Moves:								****			****	

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	485	5	375	10	0	10	0	1200	280	185	765	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:	485	5	375	10	0	10	0	1200	280	185	765	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:	485	5	375	10	0	10	0	1200	280	185	765	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:	485	5	375	10	0	10	0	1200	280	185	765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	5	375	10	0	10	0	1200	280	185	765	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
FinalVolume:	485	5	375	10	0	10	0	1200	280	185	765	0
OvlAdjVol:			190						35			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3167	33	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.13	0.01	0.00	0.01	0.00	0.38	0.17	0.06	0.24	0.00
OvlAdjV/S:			0.07						0.02			
Crit Moves:	****			****				****		****		

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	55	195	0	0	205	700	940	0	230	0	0	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:	55	195	0	0	205	700	940	0	230	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:	55	195	0	0	205	700	940	0	230	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	55	195	0	0	205	700	940	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	195	0	0	205	700	940	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	55	195	0	0	205	700	940	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.14	0.49	0.33	0.00	0.00	0.00	0.00	0.00
Crit Volume:	55					700	0				0	
Crit Moves:	****					****	****					

APL
2027 NEPA Baseline/Alt 1/Alt 2
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	23	1105	0	16	444	455	640	0	5	0	2	75
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:	23	1105	0	16	444	455	640	0	5	0	2	75
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:	23	1105	0	16	444	455	640	0	5	0	2	75
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:	23	1105	0	16	444	455	640	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1105	0	16	444	455	640	0	5	0	2	75
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
FinalVolume:	23	1105	0	16	444	455	640	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.01	0.32	0.33	0.23	0.00	0.00	0.00	0.00	0.05
Crit Volume:	23					455	320					75
Crit Moves:	****					****	****					****

APL
2015 Proposed Project/Alt 5/Alt 6
AM Peak Hour

Scenario Report

Scenario:	2015 Prop Proj AM
Command:	2015 Proposed Project AM Peak
Volume:	2015 Proposed Project AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	330	0	0	135	735	0	0	0	5	280	100	1590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	330	0	0	135	735	0	0	0	5	280	100	1590
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	140	0	0	335	240	0	0	0	0	715
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	140	0	0	335	240	0	0	0	0	715
#3 Seaside Ave / Navy Way													
Base	160	0	795	0	0	0	0	2060	805	0	2030	0	5850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	0	795	0	0	0	0	2060	805	0	2030	0	5850
#4 Ferry St / SR 47 Ramps													
Base	0	250	255	5	380	0	0	0	0	280	0	0	1170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	250	255	5	380	0	0	0	0	280	0	0	1170
#5 Anaheim St / Henry Ford Ave													
Base	135	75	55	120	250	55	80	800	265	40	990	125	2990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	75	55	120	250	55	80	800	265	40	990	125	2990
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	125	170	90	175	405	25	55	0	140	25	5	50	1265
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	125	170	90	175	405	25	55	0	140	25	5	50	1265
#7 Alameda Street / Henry Ford Avenue													
Base	0	410	5	5	415	0	80	0	0	0	0	10	925
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	410	5	5	415	0	80	0	0	0	0	10	925
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	280	0	345	225	860	0	0	850	155	2715
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	280	0	345	225	860	0	0	850	155	2715
#9 Alameda St / PCH Ramp (O St)													
Base	0	415	405	225	615	0	0	0	0	145	0	235	2040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	415	405	225	615	0	0	0	0	145	0	235	2040

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	225	35	160	140	565	5	10	655	220	2050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	225	35	160	140	565	5	10	655	220	2050
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	570	70	350	950	0	0	0	0	55	0	330	2325
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	570	70	350	950	0	0	0	0	55	0	330	2325
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	795	0	0	880	0	1680
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	795	0	0	880	0	1680
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	90	30	170	5	20	5	35	550	340	240	680	10	2175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	30	170	5	20	5	35	550	340	240	680	10	2175
#14 Ferry St / Terminal Way													
Base	145	160	0	0	225	435	315	0	120	0	0	0	1400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	145	160	0	0	225	435	315	0	120	0	0	0	1400
#15 Navy Way / Reeves Ave													
Base	125	305	50	55	255	500	630	20	360	10	15	20	2345
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	125	305	50	55	255	500	630	20	360	10	15	20	2345
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.260	A	xxxxx	0.260	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.277	A	xxxxx	0.277	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.202	A	xxxxx	0.202	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.589	A	xxxxx	0.589	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	330	0	0	135	735	0	0	0	5	280	100
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:	5	330	0	0	135	735	0	0	0	5	280	100
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:	5	330	0	0	135	735	0	0	0	5	280	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	330	0	0	135	735	0	0	0	5	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	330	0	0	135	735	0	0	0	5	280	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	330	0	0	135	735	0	0	0	5	280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.04	0.26	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.260
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	140	0	0	335	240	0	0	0	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:	0	0	0	140	0	0	335	240	0	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:	0	0	0	140	0	0	335	240	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:	0	0	0	140	0	0	335	240	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	0	335	240	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
FinalVolume:	0	0	0	140	0	0	335	240	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.12	0.08	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	160	0	795	0	0	0	0	2060	805	0	2030	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:	160	0	795	0	0	0	0	2060	805	0	2030	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:	160	0	795	0	0	0	0	2060	805	0	2030	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:	160	0	0	0	0	0	0	2060	805	0	2030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	0	0	0	0	0	2060	805	0	2030	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
FinalVolume:	160	0	0	0	0	0	0	2060	805	0	2030	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:	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.56	0.00	0.47	0.00
Crit Volume:	0			0					805	0		
Crit Moves:	****								****	****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.277
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	250	255	5	380	0	0	0	0	280	0	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:	0	250	255	5	380	0	0	0	0	280	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:	0	250	255	5	380	0	0	0	0	280	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:	0	250	255	5	380	0	0	0	0	280	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	250	255	5	380	0	0	0	0	280	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
FinalVolume:	0	250	255	5	380	0	0	0	0	280	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.00	0.13	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Volume:		250			5				0		140	
Crit Moves:		****			****						****	

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

Intersection #5 Anaheim St / Henry Ford Ave

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

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	135	75	55	120	250	55	80	800	265	40	990	125
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:	135	75	55	120	250	55	80	800	265	40	990	125
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:	135	75	55	120	250	55	80	800	265	40	990	125
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:	135	75	55	120	250	55	80	800	0	40	990	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	75	55	120	250	55	80	800	0	40	990	125
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	135	75	55	120	250	55	80	800	0	40	990	125
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:	1.93	1.07	1.00	1.00	2.46	0.54	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2748	1527	1425	1425	3504	771	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.04	0.08	0.07	0.07	0.06	0.28	0.00	0.03	0.35	0.09
Crit Volume:		70		120			80				495	
Crit Moves:	****			****			****				****	

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	125	170	90	175	405	25	55	0	140	25	5	50
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:	125	170	90	175	405	25	55	0	140	25	5	50
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:	125	170	90	175	405	25	55	0	140	25	5	50
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:	125	170	0	175	405	25	55	0	140	25	5	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	170	0	175	405	25	55	0	140	25	5	50
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
FinalVolume:	125	170	0	175	405	25	55	0	140	25	5	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:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	0.00	1.00	0.83	0.17	1.00
Final Sat.:	1375	2750	1375	2750	2590	160	1375	0	1375	1146	229	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.00	0.06	0.16	0.16	0.04	0.00	0.10	0.02	0.02	0.04
Crit Volume:	125					215			140		30	
Crit Moves:	****					****			****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.202
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	410	5	5	415	0	80	0	0	0	0	10
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	410	5	5	415	0	80	0	0	0	0	10
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	410	5	5	415	0	80	0	0	0	0	10
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	410	5	5	415	0	80	0	0	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	5	5	415	0	80	0	0	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	5	10	415	0	80	0	0	0	0	10
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	1.00	0.05	1.95	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	72	2928	0	1500	1500	0	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.07	0.14	0.00	0.05	0.00	0.00	0.00	0.00	0.01
Crit Volume:	0			213			80					10
Crit Moves:	****			****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	280	0	345	225	860	0	0	850	155
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	0	0	280	0	345	225	860	0	0	850	155
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	0	0	280	0	345	225	860	0	0	850	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	280	0	345	225	860	0	0	850	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	280	0	345	225	860	0	0	850	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	280	0	345	225	860	0	0	850	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3616	659
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.24	0.16	0.30	0.00	0.00	0.24	0.24
Crit Volume:	0			280			225				335	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O 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: 50 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	415	405	225	615	0	0	0	0	145	0	235
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	415	405	225	615	0	0	0	0	145	0	235
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	415	405	225	615	0	0	0	0	145	0	235
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	415	405	225	615	0	0	0	0	145	0	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	415	405	225	615	0	0	0	0	145	0	235
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
FinalVolume:	0	415	405	225	615	0	0	0	0	145	0	235
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	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.28	0.16	0.14	0.00	0.00	0.00	0.00	0.10	0.00	0.16
Crit Volume:			405	225				0		145		
Crit Moves:			****	****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	25	5	225	35	160	140	565	5	10	655	220
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:	5	25	5	225	35	160	140	565	5	10	655	220
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:	5	25	5	225	35	160	140	565	5	10	655	220
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:	5	25	5	225	35	160	140	565	5	10	655	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	225	35	160	140	565	5	10	655	220
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
FinalVolume:	5	25	5	225	35	160	140	565	5	10	655	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.73	0.27	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2769	431	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.08	0.08	0.10	0.09	0.18	0.00	0.01	0.41	0.14
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	570	70	350	950	0	0	0	0	55	0	330
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	570	70	350	950	0	0	0	0	55	0	330
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	570	70	350	950	0	0	0	0	55	0	330
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:	0	570	70	350	950	0	0	0	0	55	0	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	70	350	950	0	0	0	0	55	0	330
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	570	70	350	950	0	0	0	0	55	0	330
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.67	0.33	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4275	525	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.20	0.00	0.00	0.00	0.00	0.03	0.00	0.10
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	795	0	0	880	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:	0	0	0	0	0	0	5	795	0	0	880	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:	0	0	0	0	0	0	5	795	0	0	880	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:	0	0	0	0	0	0	5	795	0	0	880	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	795	0	0	880	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
FinalVolume:	0	0	0	0	0	0	5	795	0	0	880	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.34	0.00
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	90	30	170	5	20	5	35	550	340	240	680	10
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	30	170	5	20	5	35	550	340	240	680	10
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:	90	30	170	5	20	5	35	550	340	240	680	10
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:	90	30	170	5	20	5	35	550	340	240	680	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	30	170	5	20	5	35	550	340	240	680	10
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
FinalVolume:	90	30	170	5	20	5	35	550	340	240	680	10
OvlAdjVol:			0						280			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.50	0.50	2.00	0.16	0.67	0.17	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	2400	800	2880	267	1067	267	1600	3200	1600	2880	3154	46
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.06	0.02	0.02	0.02	0.02	0.17	0.21	0.08	0.22	0.22
OvlAdjV/S:			0.00						0.17			
Crit Moves:	****			****					****	****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	145	160	0	0	225	435	315	0	120	0	0	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:	145	160	0	0	225	435	315	0	120	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:	145	160	0	0	225	435	315	0	120	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	145	160	0	0	225	435	315	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	160	0	0	225	435	315	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	145	160	0	0	225	435	315	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.00	0.00	0.16	0.31	0.11	0.00	0.00	0.00	0.00	0.00
Crit Volume:	145					435	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	125	305	50		55	255	500		630	20	360		10	15	20	
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:	125	305	50		55	255	500		630	20	360		10	15	20	
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:	125	305	50		55	255	500		630	20	360		10	15	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:	125	305	50		55	255	500		630	20	360		10	15	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	125	305	50		55	255	500		630	20	360		10	15	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	
FinalVolume:	125	305	50		55	255	500		630	20	360		10	15	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:	1.00	2.58	0.42		1.00	1.00	1.00		2.00	0.05	0.95		0.40	0.60	1.00	
Final Sat.:	1375	3544	581		1375	1375	1375		2750	72	1303		550	825	1375	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.09	0.09		0.04	0.19	0.36		0.23	0.28	0.28		0.02	0.02	0.01	
Crit Volume:	125						500			380				25		
Crit Moves:	****						****			****				****		

APL
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Scenario Report

Scenario:	2015 Prop Proj MD
Command:	2015 Proposed Project MD Peak
Volume:	2015 Proposed Project MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	345	0	0	255	465	0	0	0	5	235	150	1460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	345	0	0	255	465	0	0	0	5	235	150	1460
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	260	5	0	345	305	0	0	0	0	920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	260	5	0	345	305	0	0	0	0	920
#3 Seaside Ave / Navy Way													
Base	340	0	1160	0	0	0	0	1240	845	0	1315	0	4900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	340	0	1160	0	0	0	0	1240	845	0	1315	0	4900
#4 Ferry St / SR 47 Ramps													
Base	0	315	460	5	285	0	0	0	0	460	0	5	1530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	315	460	5	285	0	0	0	0	460	0	5	1530
#5 Anaheim St / Henry Ford Ave													
Base	230	255	115	215	365	100	105	840	200	85	800	155	3465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	255	115	215	365	100	105	840	200	85	800	155	3465
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	145	25	30	30	20	195	25	185	105	235	215	1210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	145	25	30	30	20	195	25	185	105	235	215	1210
#7 Alameda Street / Henry Ford Avenue													
Base	0	570	35	5	375	0	95	5	0	0	5	20	1110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	570	35	5	375	0	95	5	0	0	5	20	1110
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	255	0	255	210	895	0	0	840	175	2630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	255	0	255	210	895	0	0	840	175	2630
#9 Alameda St / PCH Ramp (O St)													
Base	0	655	300	205	605	0	0	0	0	105	0	285	2155
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	655	300	205	605	0	0	0	0	105	0	285	2155

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	150	30	115	175	495	10	10	555	300	1890
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	150	30	115	175	495	10	10	555	300	1890
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	735	110	180	620	0	0	0	0	105	0	395	2145
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	735	110	180	620	0	0	0	0	105	0	395	2145
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	660	0	0	845	0	1510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	660	0	0	845	0	1510
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	450	5	215	0	25	5	20	590	340	170	305	10	2135
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	450	5	215	0	25	5	20	590	340	170	305	10	2135
#14 Ferry St / Terminal Way													
Base	90	240	0	0	235	510	540	0	220	0	0	0	1835
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	240	0	0	235	510	540	0	220	0	0	0	1835
#15 Navy Way / Reeves Ave													
Base	65	545	5	15	300	530	900	5	110	15	10	50	2550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	545	5	15	300	530	900	5	110	15	10	50	2550
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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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 Ocean Blvd / Terminal Island F	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.304	A	xxxxx	0.304	+ 0.000
# 3 Seaside Ave / Navy Way	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.273	A	xxxxx	0.273	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.421	A	xxxxx	0.421	+ 0.000
# 15 Navy Way / Reeves Ave	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	345	0	0	255	465	0	0	0	5	235	150
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:	5	345	0	0	255	465	0	0	0	5	235	150
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:	5	345	0	0	255	465	0	0	0	5	235	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	345	0	0	255	465	0	0	0	5	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	345	0	0	255	465	0	0	0	5	235	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	345	0	0	255	465	0	0	0	5	235	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.08	0.16	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****					****					****	

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2015 Proposed Project/Alt 5/Alt 6
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	260	5	0	345	305	0	0	0	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:	0	5	0	260	5	0	345	305	0	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:	0	5	0	260	5	0	345	305	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:	0	5	0	260	5	0	345	305	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	260	5	0	345	305	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
FinalVolume:	0	5	0	260	5	0	345	305	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.96	0.04	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3140	60	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.00	0.12	0.10	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	340	0	1160	0	0	0	0	1240	845	0	1315	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:	340	0	1160	0	0	0	0	1240	845	0	1315	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:	340	0	1160	0	0	0	0	1240	845	0	1315	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:	340	0	0	0	0	0	0	1240	845	0	1315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	0	0	0	0	0	0	1240	845	0	1315	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
FinalVolume:	340	0	0	0	0	0	0	1240	845	0	1315	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:	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.59	0.00	0.31	0.00
Crit Volume:	170			0			413			438		
Crit Moves:	****									****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	315	460	5	285	0	0	0	0	460	0	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:	0	315	460	5	285	0	0	0	0	460	0	5
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	315	460	5	285	0	0	0	0	460	0	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:	0	315	460	5	285	0	0	0	0	460	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	315	460	5	285	0	0	0	0	460	0	5
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
FinalVolume:	0	315	460	5	285	0	0	0	0	460	0	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:	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	2819	0	31
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.32	0.00	0.10	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:		315		5						0	232	
Crit Moves:		****		****							****	

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	230	255	115	215	365	100	105	840	200	85	800	155
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:	230	255	115	215	365	100	105	840	200	85	800	155
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:	230	255	115	215	365	100	105	840	200	85	800	155
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:	230	255	115	215	365	100	105	840	0	85	800	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	255	115	215	365	100	105	840	0	85	800	155
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	230	255	115	215	365	100	105	840	0	85	800	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.42	1.58	1.00	1.00	2.35	0.65	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2027	2248	1425	1425	3356	919	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.08	0.15	0.11	0.11	0.07	0.29	0.00	0.06	0.28	0.11
Crit Volume:		162		215			105				400	
Crit Moves:		****		****			****				****	

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	145	25	30	30	20	195	25	185	105	235	215
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	145	25	30	30	20	195	25	185	105	235	215
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	145	25	30	30	20	195	25	185	105	235	215
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:	0	145	0	30	30	20	195	25	185	105	235	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	145	0	30	30	20	195	25	185	105	235	215
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
FinalVolume:	0	145	0	30	30	20	195	25	185	105	235	215
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	2.00	1.00	2.00	1.20	0.80	1.00	0.12	0.88	0.31	0.69	1.00
Final Sat.:	1375	2750	1375	2750	1650	1100	1375	164	1211	425	950	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.01	0.02	0.02	0.14	0.15	0.15	0.25	0.25	0.16
Crit Volume:		73		15					210		340	
Crit Moves:		****		****					****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.273
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1 0	0 1	0	0	0 0	1 0
Volume Module:												
Base Vol:	0	570	35	5	375	0	95	5	0	0	5	20
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	570	35	5	375	0	95	5	0	0	5	20
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	570	35	5	375	0	95	5	0	0	5	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:	0	570	35	5	375	0	95	5	0	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	35	5	375	0	95	5	0	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	570	35	10	375	0	95	5	0	0	5	20
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	1.00	0.05	1.95	0.00	1.00	1.00	0.00	0.00	0.20	0.80
Final Sat.:	0	3000	1500	80	2920	0	1500	1500	0	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.02	0.06	0.13	0.00	0.06	0.00	0.00	0.00	0.02	0.02
Crit Volume:		285		5			95				25	
Crit Moves:		****		****			****				****	

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

Intersection #8 PCH/Alameda Ramp (O St)

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: 52 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	255	0	255	210	895	0	0	840	175
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	0	0	255	0	255	210	895	0	0	840	175
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	0	0	255	0	255	210	895	0	0	840	175
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	255	0	255	210	895	0	0	840	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	255	210	895	0	0	840	175
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
FinalVolume:	0	0	0	255	0	255	210	895	0	0	840	175
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.48	0.52
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3538	737
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.15	0.31	0.00	0.00	0.24	0.24
Crit Volume:		0		255			210				338	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	655	300	205	605	0	0	0	0	105	0	285
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	655	300	205	605	0	0	0	0	105	0	285
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	655	300	205	605	0	0	0	0	105	0	285
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	655	300	205	605	0	0	0	0	105	0	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	655	300	205	605	0	0	0	0	105	0	285
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
FinalVolume:	0	655	300	205	605	0	0	0	0	105	0	285
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	2.06	0.94	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2932	1343	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.14	0.14	0.00	0.00	0.00	0.00	0.07	0.00	0.20
Crit Volume:		318		205				0		105		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	150	30	115	175	495	10	10	555	300
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:	10	25	15	150	30	115	175	495	10	10	555	300
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:	10	25	15	150	30	115	175	495	10	10	555	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	25	15	150	30	115	175	495	10	10	555	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	150	30	115	175	495	10	10	555	300
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
FinalVolume:	10	25	15	150	30	115	175	495	10	10	555	300
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.67	0.33	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2667	533	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.06	0.07	0.11	0.15	0.01	0.01	0.35	0.19
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	735	110	180	620	0	0	0	0	105	0	395
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	735	110	180	620	0	0	0	0	105	0	395
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	735	110	180	620	0	0	0	0	105	0	395
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:	0	735	110	180	620	0	0	0	0	105	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	735	110	180	620	0	0	0	0	105	0	395
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	735	110	180	620	0	0	0	0	105	0	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.61	0.39	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4175	625	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.11	0.13	0.00	0.00	0.00	0.00	0.07	0.00	0.12
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	660	0	0	845	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
FinalVolume:	0	0	0	0	0	5	0	660	0	0	845	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.33	0.00
Crit Moves:					****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	0	0	1	0	1	0	2	0	1	0	2	0	1	1	0	0
Volume Module:												
Base Vol:	450	5	215	0	25	5	20	590	340	170	305	10
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:	450	5	215	0	25	5	20	590	340	170	305	10
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:	450	5	215	0	25	5	20	590	340	170	305	10
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:	450	5	215	0	25	5	20	590	340	170	305	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	5	215	0	25	5	20	590	340	170	305	10
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
FinalVolume:	450	5	215	0	25	5	20	590	340	170	305	10
OvlAdjVol:			45						112			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.83	0.17	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	3165	35	2880	0	1333	267	1600	3200	1600	2880	3098	102
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.07	0.00	0.02	0.02	0.01	0.18	0.21	0.06	0.10	0.10
OvlAdjV/S:			0.02						0.07			
Crit Moves:	****			****			****			****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Ferry St								Terminal Way			
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	90	240	0	0	235	510	540	0	220	0	0	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:	90	240	0	0	235	510	540	0	220	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:	90	240	0	0	235	510	540	0	220	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	90	240	0	0	235	510	540	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	240	0	0	235	510	540	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	90	240	0	0	235	510	540	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.00	0.00	0.16	0.36	0.19	0.00	0.00	0.00	0.00	0.00
Crit Volume:						510	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	C

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	65	545	5		15	300	530		900	5	110		15	10	50	
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:	65	545	5		15	300	530		900	5	110		15	10	50	
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:	65	545	5		15	300	530		900	5	110		15	10	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:	65	545	5		15	300	530		900	5	110		15	10	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	65	545	5		15	300	530		900	5	110		15	10	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	
FinalVolume:	65	545	5		15	300	530		900	5	110		15	10	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:	1.00	2.97	0.03		1.00	1.00	1.00		2.00	0.04	0.96		0.60	0.40	1.00	
Final Sat.:	1375	4088	38		1375	1375	1375		2750	60	1315		825	550	1375	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.13	0.13		0.01	0.22	0.39		0.33	0.08	0.08		0.02	0.02	0.04	
Crit Volume:	65						530		450						50	
Crit Moves:	****						****		****						****	

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Scenario Report

Scenario:	2015 Prop Proj PM
Command:	2015 Proposed Project PM Peak
Volume:	2015 Proposed Project PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	475	0	0	135	655	0	0	0	15	330	195	1815
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	475	0	0	135	655	0	0	0	15	330	195	1815
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	185	0	0	480	350	0	0	0	0	1025
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	185	0	0	480	350	0	0	0	0	1025
#3 Seaside Ave / Navy Way													
Base	580	0	630	0	0	0	0	2370	665	0	2300	0	6545
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	580	0	630	0	0	0	0	2370	665	0	2300	0	6545
#4 Ferry St / SR 47 Ramps													
Base	0	335	280	5	250	0	0	0	0	285	0	5	1160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	335	280	5	250	0	0	0	0	285	0	5	1160
#5 Anaheim St / Henry Ford Ave													
Base	345	310	220	205	295	60	100	1135	285	100	1270	205	4530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	345	310	220	205	295	60	100	1135	285	100	1270	205	4530
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	415	40	100	375	50	70	0	10	80	0	365	1515
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	415	40	100	375	50	70	0	10	80	0	365	1515
#7 Alameda Street / Henry Ford Avenue													
Base	0	625	20	5	245	0	125	0	0	20	5	30	1075
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	625	20	5	245	0	125	0	0	20	5	30	1075
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	345	0	530	260	1260	0	0	1020	190	3605
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	345	0	530	260	1260	0	0	1020	190	3605
#9 Alameda St / PCH Ramp (O St)													
Base	0	730	565	310	775	0	0	0	0	105	0	345	2830
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	730	565	310	775	0	0	0	0	105	0	345	2830

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	160	20	140	230	840	0	0	680	355	2490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	160	20	140	230	840	0	0	680	355	2490
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1115	65	255	545	0	0	0	0	55	0	570	2605
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1115	65	255	545	0	0	0	0	55	0	570	2605
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1020	0	0	1035	0	2055
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1020	0	0	1035	0	2055
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	405	5	345	10	0	10	0	1070	305	145	440	0	2735
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	405	5	345	10	0	10	0	1070	305	145	440	0	2735
#14 Ferry St / Terminal Way													
Base	70	190	0	0	200	335	425	0	185	0	0	0	1405
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	190	0	0	200	335	425	0	185	0	0	0	1405
#15 Navy Way / Reeves Ave													
Base	25	430	0	20	195	450	690	0	5	0	5	95	1915
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	430	0	20	195	450	690	0	5	0	5	95	1915
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.328	A	xxxxx	0.328	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.814	D	xxxxx	0.814	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.332	A	xxxxx	0.332	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.733	C	xxxxx	0.733	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.524	A	xxxxx	0.524	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.705	C	xxxxx	0.705	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.339	A	xxxxx	0.339	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000 V/C

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	475	0	0	135	655	0	0	0	15	330	195
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:	10	475	0	0	135	655	0	0	0	15	330	195
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:	10	475	0	0	135	655	0	0	0	15	330	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	475	0	0	135	655	0	0	0	15	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	475	0	0	135	655	0	0	0	15	330	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	475	0	0	135	655	0	0	0	15	330	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.00	0.00	0.04	0.23	0.00	0.00	0.00	0.01	0.10	0.00
Crit Moves:	****					****					****	

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.328
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	185	0	0	480	350	0	0	0	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:	0	5	5	185	0	0	480	350	0	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:	0	5	5	185	0	0	480	350	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:	0	5	5	185	0	0	480	350	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	185	0	0	480	350	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
FinalVolume:	0	5	5	185	0	0	480	350	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.17	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	1
Volume Module:												
Base Vol:	580	0	630	0	0	0	0	2370	665	0	2300	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:	580	0	630	0	0	0	0	2370	665	0	2300	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:	580	0	630	0	0	0	0	2370	665	0	2300	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:	580	0	0	0	0	0	0	2370	665	0	2300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	0	0	0	0	0	0	2370	665	0	2300	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
FinalVolume:	580	0	0	0	0	0	0	2370	665	0	2300	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:	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.47	0.00	0.54	0.00
Crit Volume:	290			0			790			0		
Crit Moves:	****						****			****		

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	335	280	5	250	0	0	0	0	285	0	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:	0	335	280	5	250	0	0	0	0	285	0	5
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	335	280	5	250	0	0	0	0	285	0	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:	0	335	280	5	250	0	0	0	0	285	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	335	280	5	250	0	0	0	0	285	0	5
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
FinalVolume:	0	335	280	5	250	0	0	0	0	285	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.97	0.00	0.03
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2801	0	49
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.20	0.00	0.09	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Volume:		335		5						0	145	
Crit Moves:		****		****							****	

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	345	310	220	205	295	60	100	1135	285	100	1270	205
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:	345	310	220	205	295	60	100	1135	285	100	1270	205
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:	345	310	220	205	295	60	100	1135	285	100	1270	205
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:	345	310	220	205	295	60	100	1135	0	100	1270	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	310	220	205	295	60	100	1135	0	100	1270	205
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	345	310	220	205	295	60	100	1135	0	100	1270	205
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:	1.58	1.42	1.00	1.00	2.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2252	2023	1425	1425	3552	723	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.14	0.08	0.08	0.07	0.40	0.00	0.07	0.45	0.14
Crit Volume:			220	205			100				635	
Crit Moves:			****	****			****				****	

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

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: 43 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	415	40	100	375	50	70	0	10	80	0	365
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:	10	415	40	100	375	50	70	0	10	80	0	365
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:	10	415	40	100	375	50	70	0	10	80	0	365
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:	10	415	0	100	375	50	70	0	10	80	0	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	415	0	100	375	50	70	0	10	80	0	365
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
FinalVolume:	10	415	0	100	375	50	70	0	10	80	0	365
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	2.00	1.00	2.00	1.76	0.24	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2426	324	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.00	0.04	0.15	0.15	0.05	0.00	0.01	0.06	0.00	0.27
Crit Volume:		208		0			70					365
Crit Moves:		****		****			****					****

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1 0	1	0	1 0	1	0	0 1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	625	20	5	245	0	125	0	0	20	5	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:	0	625	20	5	245	0	125	0	0	20	5	30
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	625	20	5	245	0	125	0	0	20	5	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:	0	625	20	5	245	0	125	0	0	20	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	625	20	5	245	0	125	0	0	20	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	625	20	20	245	0	125	0	0	20	5	30
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	1.00	0.17	1.83	0.00	1.00	1.00	0.00	0.36	0.09	0.55
Final Sat.:	0	3000	1500	255	2745	0	1500	1500	0	545	136	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.01	0.02	0.09	0.00	0.08	0.00	0.00	0.04	0.04	0.04
Crit Volume:		313		5			125					55
Crit Moves:		****		****			****					****

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	345	0	530	260	1260	0	0	1020	190
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	0	0	345	0	530	260	1260	0	0	1020	190
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	0	0	345	0	530	260	1260	0	0	1020	190
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	345	0	530	260	1260	0	0	1020	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	530	260	1260	0	0	1020	190
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
FinalVolume:	0	0	0	345	0	530	260	1260	0	0	1020	190
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3604	671
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.37	0.18	0.44	0.00	0.00	0.28	0.28
Crit Volume:		0		345			260					403
Crit Moves:				****			****					****

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	730	565	310	775	0	0	0	0	105	0	345
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	730	565	310	775	0	0	0	0	105	0	345
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	730	565	310	775	0	0	0	0	105	0	345
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	730	565	310	775	0	0	0	0	105	0	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	730	565	310	775	0	0	0	0	105	0	345
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
FinalVolume:	0	730	565	310	775	0	0	0	0	105	0	345
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	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.40	0.22	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.24
Crit Volume:			565	310				0		105		
Crit Moves:			****	****						****		

APL
2015 Proposed Project/Alt 5/Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	160	20	140	230	840	0	0	680	355
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:	5	40	20	160	20	140	230	840	0	0	680	355
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:	5	40	20	160	20	140	230	840	0	0	680	355
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:	5	40	20	160	20	140	230	840	0	0	680	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	160	20	140	230	840	0	0	680	355
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
FinalVolume:	5	40	20	160	20	140	230	840	0	0	680	355
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.78	0.22	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2844	356	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.26	0.00	0.00	0.43	0.22
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1115	65	255	545	0	0	0	0	55	0	570
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	1115	65	255	545	0	0	0	0	55	0	570
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	1115	65	255	545	0	0	0	0	55	0	570
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:	0	1115	65	255	545	0	0	0	0	55	0	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1115	65	255	545	0	0	0	0	55	0	570
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1115	65	255	545	0	0	0	0	55	0	570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.83	0.17	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4536	264	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.16	0.11	0.00	0.00	0.00	0.00	0.03	0.00	0.18
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1020	0	0	1035	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:	0	0	0	0	0	0	0	1020	0	0	1035	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:	0	0	0	0	0	0	0	1020	0	0	1035	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:	0	0	0	0	0	0	0	1020	0	0	1035	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1020	0	0	1035	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
FinalVolume:	0	0	0	0	0	0	0	1020	0	0	1035	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.40	0.00
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	405	5	345	10	0	10	0	1070	305	145	440	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:	405	5	345	10	0	10	0	1070	305	145	440	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:	405	5	345	10	0	10	0	1070	305	145	440	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:	405	5	345	10	0	10	0	1070	305	145	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	5	345	10	0	10	0	1070	305	145	440	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
FinalVolume:	405	5	345	10	0	10	0	1070	305	145	440	0
OvlAdjVol:			200						100			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.98 0.02		2.00	0.50 0.00		0.50	1.00 2.00		1.00	2.00 2.00		0.00
Final Sat.:	3161	39	2880	800	0	800	1600 3200		1600	2880 3200		0
Capacity Analysis Module:												
Vol/Sat:	0.13 0.13		0.12	0.01 0.00		0.01	0.00 0.33		0.19	0.05 0.14		0.00
OvlAdjV/S:			0.07						0.06			
Crit Moves:	****			****				****		****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	70	190	0	0	200	335	425	0	185	0	0	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	190	0	0	200	335	425	0	185	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:	70	190	0	0	200	335	425	0	185	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	70	190	0	0	200	335	425	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	190	0	0	200	335	425	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	70	190	0	0	200	335	425	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		1.00	1.00 1.00		1.00	2.00 0.00		1.00	0.00 0.00		0.00
Final Sat.:	1425 2850		1425	1425 1425		1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05 0.07		0.00	0.00 0.14		0.24	0.15 0.00		0.00	0.00 0.00		0.00
Crit Volume:	70			200			213			0		
Crit Moves:	****			****			****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
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								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	25	430	0		20	195	450		690	0	5		0	5	95	
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:	25	430	0		20	195	450		690	0	5		0	5	95	
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:	25	430	0		20	195	450		690	0	5		0	5	95	
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:	25	430	0		20	195	450		690	0	5		0	5	95	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	430	0		20	195	450		690	0	5		0	5	95	
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	
FinalVolume:	25	430	0		20	195	450		690	0	5		0	5	95	
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	3.00	0.00		1.00	1.00	1.00		2.00	0.00	1.00		0.00	1.00	1.00	
Final Sat.:	1375	4125	0		1375	1375	1375		2750	0	1375		0	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.10	0.00		0.01	0.14	0.33		0.25	0.00	0.00		0.00	0.00	0.07	
Crit Volume:	25						450		345						95	
Crit Moves:	****						****		****						****	

Scenario Report

Scenario:	2015 Red Proj - No Space Assign AM
Command:	2015 Reduced Proj-No Space Assignment AM
Volume:	2015 Reduced Proj-No Space Assignment AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	325	0	0	135	735	0	0	0	5	280	100	1585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	325	0	0	135	735	0	0	0	5	280	100	1585
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	140	0	0	330	240	0	0	0	0	710
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	140	0	0	330	240	0	0	0	0	710
#3 Seaside Ave / Navy Way													
Base	155	0	785	0	0	0	0	2060	805	0	2030	0	5835
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	155	0	785	0	0	0	0	2060	805	0	2030	0	5835
#4 Ferry St / SR 47 Ramps													
Base	0	240	255	5	380	0	0	0	0	280	0	0	1160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	240	255	5	380	0	0	0	0	280	0	0	1160
#5 Anaheim St / Henry Ford Ave													
Base	130	75	55	120	250	55	80	800	265	40	990	125	2985
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	75	55	120	250	55	80	800	265	40	990	125	2985
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	125	170	90	175	405	25	55	0	140	25	5	50	1265
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	125	170	90	175	405	25	55	0	140	25	5	50	1265
#7 Alameda Street / Henry Ford Avenue													
Base	0	410	5	5	415	0	80	0	0	0	0	10	925
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	410	5	5	415	0	80	0	0	0	0	10	925
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	280	0	340	225	860	0	0	850	155	2710
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	280	0	340	225	860	0	0	850	155	2710
#9 Alameda St / PCH Ramp (O St)													
Base	0	410	400	225	615	0	0	0	0	145	0	235	2030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	410	400	225	615	0	0	0	0	145	0	235	2030
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	225	35	160	140	565	5	10	655	220	2050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	225	35	160	140	565	5	10	655	220	2050

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	570	70	350	950	0	0	0	0	55	0	330	2325
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	570	70	350	950	0	0	0	0	55	0	330	2325
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	795	0	0	880	0	1680
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	795	0	0	880	0	1680
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	90	30	170	5	20	5	35	550	340	240	680	10	2175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	30	170	5	20	5	35	550	340	240	680	10	2175
#14 Ferry St / Terminal Way													
Base	145	150	0	0	225	435	315	0	120	0	0	0	1390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	145	150	0	0	225	435	315	0	120	0	0	0	1390
#15 Navy Way / Reeves Ave													
Base	125	305	50	55	255	500	615	20	360	10	15	20	2330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	125	305	50	55	255	500	615	20	360	10	15	20	2330
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.258	A	xxxxx	0.258	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.270	A	xxxxx	0.270	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.202	A	xxxxx	0.202	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.589	A	xxxxx	0.589	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	5	325	0		0	135	735		0	0	0		5	280	100			
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:	5	325	0		0	135	735		0	0	0		5	280	100			
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:	5	325	0		0	135	735		0	0	0		5	280	100			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	5	325	0		0	135	735		0	0	0		5	280	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	5	325	0		0	135	735		0	0	0		5	280	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	5	325	0		0	135	735		0	0	0		5	280	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.10	0.00		0.00	0.04	0.26		0.00	0.00	0.00		0.00	0.09	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.258
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	140	0	0	330	240	0	0	0	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:	0	0	0	140	0	0	330	240	0	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:	0	0	0	140	0	0	330	240	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:	0	0	0	140	0	0	330	240	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	0	330	240	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
FinalVolume:	0	0	0	140	0	0	330	240	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.11	0.08	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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:	155	0	785	0	0	0	0	2060	805	0	2030	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:	155	0	785	0	0	0	0	2060	805	0	2030	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:	155	0	785	0	0	0	0	2060	805	0	2030	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:	155	0	0	0	0	0	0	2060	805	0	2030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	0	0	0	0	0	0	2060	805	0	2030	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
FinalVolume:	155	0	0	0	0	0	0	2060	805	0	2030	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:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.56	0.00	0.47	0.00
Crit Volume:	0			0					805	0		
Crit Moves:	****								****	****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.270
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	240	255	5	380	0	0	0	0	280	0	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:	0	240	255	5	380	0	0	0	0	280	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:	0	240	255	5	380	0	0	0	0	280	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:	0	240	255	5	380	0	0	0	0	280	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	240	255	5	380	0	0	0	0	280	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
FinalVolume:	0	240	255	5	380	0	0	0	0	280	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.18	0.00	0.13	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Volume:		240			5			0		140		
Crit Moves:	****			****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

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

Street Name:	Henry Ford Ave									Anaheim St					
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	0	0	0	0
Lanes:	1 1	1	0	1 0	2	1	0 1	0	2	0 1	0	2
Volume Module:												
Base Vol:	130	75	55	120	250	55	80	800	265	40	990	125
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:	130	75	55	120	250	55	80	800	265	40	990	125
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:	130	75	55	120	250	55	80	800	265	40	990	125
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:	130	75	55	120	250	55	80	800	0	40	990	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	75	55	120	250	55	80	800	0	40	990	125
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	130	75	55	120	250	55	80	800	0	40	990	125
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:	1.90	1.10	1.00	1.00	2.46	0.54	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2711	1564	1425	1425	3504	771	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.04	0.08	0.07	0.07	0.06	0.28	0.00	0.03	0.35	0.09
Crit Volume:		68			120			80			495	
Crit Moves:	****			****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	2	0 1	1 0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	125	170	90	175	405	25	55	0	140	25	5	50
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:	125	170	90	175	405	25	55	0	140	25	5	50
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:	125	170	90	175	405	25	55	0	140	25	5	50
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:	125	170	0	175	405	25	55	0	140	25	5	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	170	0	175	405	25	55	0	140	25	5	50
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
FinalVolume:	125	170	0	175	405	25	55	0	140	25	5	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:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	0.00	1.00	0.83	0.17	1.00
Final Sat.:	1375	2750	1375	2750	2590	160	1375	0	1375	1146	229	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.00	0.06	0.16	0.16	0.04	0.00	0.10	0.02	0.02	0.04
Crit Volume:	125					215			140		30	
Crit Moves:	****					****			****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.202
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	410	5	5	415	0	80	0	0	0	0	10
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	410	5	5	415	0	80	0	0	0	0	10
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	410	5	5	415	0	80	0	0	0	0	10
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	410	5	5	415	0	80	0	0	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	5	5	415	0	80	0	0	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	5	10	415	0	80	0	0	0	0	10
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	1.00	0.05	1.95	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	72	2928	0	1500	1500	0	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.07	0.14	0.00	0.05	0.00	0.00	0.00	0.00	0.01
Crit Volume:	0					213			80			10
Crit Moves:	****					****			****			****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	2	0	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	280	0	340	225	860	0	0	850	155
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	0	0	280	0	340	225	860	0	0	850	155
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	0	0	280	0	340	225	860	0	0	850	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	280	0	340	225	860	0	0	850	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	280	0	340	225	860	0	0	850	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	280	0	340	225	860	0	0	850	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3616	659
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.24	0.16	0.30	0.00	0.00	0.24	0.24
Crit Volume:			0			280			225			335
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	1
Volume Module:												
Base Vol:	0	410	400	225	615	0	0	0	0	145	0	235
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	410	400	225	615	0	0	0	0	145	0	235
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	410	400	225	615	0	0	0	0	145	0	235
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	410	400	225	615	0	0	0	0	145	0	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	400	225	615	0	0	0	0	145	0	235
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
FinalVolume:	0	410	400	225	615	0	0	0	0	145	0	235
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	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.28	0.16	0.14	0.00	0.00	0.00	0.00	0.10	0.00	0.16
Crit Volume:			400	225					0	145		
Crit Moves:			****	****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	25	5	225	35	160	140	565	5	10	655	220
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:	5	25	5	225	35	160	140	565	5	10	655	220
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:	5	25	5	225	35	160	140	565	5	10	655	220
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:	5	25	5	225	35	160	140	565	5	10	655	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	225	35	160	140	565	5	10	655	220
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
FinalVolume:	5	25	5	225	35	160	140	565	5	10	655	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.73	0.27	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2769	431	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.08	0.08	0.10	0.09	0.18	0.00	0.01	0.41	0.14
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	570	70	350	950	0	0	0	0	55	0	330
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	570	70	350	950	0	0	0	0	55	0	330
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	570	70	350	950	0	0	0	0	55	0	330
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:	0	570	70	350	950	0	0	0	0	55	0	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	70	350	950	0	0	0	0	55	0	330
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	570	70	350	950	0	0	0	0	55	0	330
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.67	0.33	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4275	525	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.20	0.00	0.00	0.00	0.00	0.03	0.00	0.10
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	795	0	0	880	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:	0	0	0	0	0	0	5	795	0	0	880	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:	0	0	0	0	0	0	5	795	0	0	880	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:	0	0	0	0	0	0	5	795	0	0	880	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	795	0	0	880	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
FinalVolume:	0	0	0	0	0	0	5	795	0	0	880	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.34	0.00
Crit Moves:							****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	90	30	170	5	20	5	35	550	340	240	680	10
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	30	170	5	20	5	35	550	340	240	680	10
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:	90	30	170	5	20	5	35	550	340	240	680	10
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:	90	30	170	5	20	5	35	550	340	240	680	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	30	170	5	20	5	35	550	340	240	680	10
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
FinalVolume:	90	30	170	5	20	5	35	550	340	240	680	10
OvlAdjVol:			0						280			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.50	0.50	2.00	0.16	0.67	0.17	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	2400	800	2880	267	1067	267	1600	3200	1600	2880	3154	46
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.06	0.02	0.02	0.02	0.02	0.17	0.21	0.08	0.22	0.22
OvlAdjV/S:			0.00						0.17			
Crit Moves:	****			****					****	****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	145	150	0	0	225	435	315	0	120	0	0	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:	145	150	0	0	225	435	315	0	120	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:	145	150	0	0	225	435	315	0	120	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	145	150	0	0	225	435	315	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	150	0	0	225	435	315	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	145	150	0	0	225	435	315	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.00	0.00	0.16	0.31	0.11	0.00	0.00	0.00	0.00	0.00
Crit Volume:	145					435	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	125	305	50	55	255	500	615	20	360	10	15	20
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:	125	305	50	55	255	500	615	20	360	10	15	20
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:	125	305	50	55	255	500	615	20	360	10	15	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:	125	305	50	55	255	500	615	20	360	10	15	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	305	50	55	255	500	615	20	360	10	15	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
FinalVolume:	125	305	50	55	255	500	615	20	360	10	15	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:	1.00	2.58	0.42	1.00	1.00	1.00	2.00	0.05	0.95	0.40	0.60	1.00
Final Sat.:	1375	3544	581	1375	1375	1375	2750	72	1303	550	825	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.19	0.36	0.22	0.28	0.28	0.02	0.02	0.01
Crit Volume:	125					500		380			25	
Crit Moves:	****					****		****			****	

Scenario Report

Scenario:	2015 Red Proj - No Space Assign MD
Command:	2015 Reduced Proj-No Space Assignment MD
Volume:	2015 Reduced Proj-No Space Assignment MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	345	0	0	255	465	0	0	0	5	235	150	1460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	345	0	0	255	465	0	0	0	5	235	150	1460
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	260	5	0	345	305	0	0	0	0	920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	260	5	0	345	305	0	0	0	0	920
#3 Seaside Ave / Navy Way													
Base	340	0	1160	0	0	0	0	1240	845	0	1315	0	4900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	340	0	1160	0	0	0	0	1240	845	0	1315	0	4900
#4 Ferry St / SR 47 Ramps													
Base	0	315	460	5	285	0	0	0	0	460	0	5	1530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	315	460	5	285	0	0	0	0	460	0	5	1530
#5 Anaheim St / Henry Ford Ave													
Base	230	255	115	215	365	100	105	840	200	85	800	155	3465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	255	115	215	365	100	105	840	200	85	800	155	3465
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	145	25	30	30	20	195	25	185	105	235	215	1210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	145	25	30	30	20	195	25	185	105	235	215	1210
#7 Alameda Street / Henry Ford Avenue													
Base	0	570	35	5	375	0	95	5	0	0	5	20	1110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	570	35	5	375	0	95	5	0	0	5	20	1110
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	255	0	255	210	895	0	0	840	175	2630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	255	0	255	210	895	0	0	840	175	2630
#9 Alameda St / PCH Ramp (O St)													
Base	0	655	300	205	605	0	0	0	0	105	0	285	2155
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	655	300	205	605	0	0	0	0	105	0	285	2155
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	150	30	115	175	495	10	10	555	300	1890
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	150	30	115	175	495	10	10	555	300	1890

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	735	110	180	620	0	0	0	0	105	0	395	2145
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	735	110	180	620	0	0	0	0	105	0	395	2145
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	660	0	0	845	0	1510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	660	0	0	845	0	1510
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	450	5	215	0	25	5	20	590	340	170	305	10	2135
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	450	5	215	0	25	5	20	590	340	170	305	10	2135
#14 Ferry St / Terminal Way													
Base	90	240	0	0	235	510	540	0	220	0	0	0	1835
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	240	0	0	235	510	540	0	220	0	0	0	1835
#15 Navy Way / Reeves Ave													
Base	65	545	5	15	300	530	900	5	110	15	10	50	2550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	545	5	15	300	530	900	5	110	15	10	50	2550
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.304	A	xxxxx	0.304	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.273	A	xxxxx	0.273	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.421	A	xxxxx	0.421	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000 V/C

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	5	345	0		0	255	465		0	0	0		5	235	150			
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:	5	345	0		0	255	465		0	0	0		5	235	150			
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:	5	345	0		0	255	465		0	0	0		5	235	150			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	5	345	0		0	255	465		0	0	0		5	235	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	5	345	0		0	255	465		0	0	0		5	235	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	5	345	0		0	255	465		0	0	0		5	235	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.11	0.00		0.00	0.08	0.16		0.00	0.00	0.00		0.00	0.07	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	260	5	0	345	305	0	0	0	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:	0	5	0	260	5	0	345	305	0	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:	0	5	0	260	5	0	345	305	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:	0	5	0	260	5	0	345	305	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	260	5	0	345	305	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
FinalVolume:	0	5	0	260	5	0	345	305	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.96	0.04	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3140	60	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.00	0.12	0.10	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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
Volume Module:												
Base Vol:	340	0	1160	0	0	0	0	1240	845	0	1315	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:	340	0	1160	0	0	0	0	1240	845	0	1315	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:	340	0	1160	0	0	0	0	1240	845	0	1315	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:	340	0	0	0	0	0	0	1240	845	0	1315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	0	0	0	0	0	0	1240	845	0	1315	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
FinalVolume:	340	0	0	0	0	0	0	1240	845	0	1315	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:	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.59	0.00	0.31	0.00
Crit Volume:	170			0			413			438		
Crit Moves:	****									****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	315	460	5	285	0	0	0	0	460	0	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:	0	315	460	5	285	0	0	0	0	460	0	5
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	315	460	5	285	0	0	0	0	460	0	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:	0	315	460	5	285	0	0	0	0	460	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	315	460	5	285	0	0	0	0	460	0	5
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
FinalVolume:	0	315	460	5	285	0	0	0	0	460	0	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:	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	2819	0	31
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.32	0.00	0.10	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:		315		5					0	232		
Crit Moves:	****			****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Henry Ford Ave									Anaheim St					
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	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:	230	255	115	215	365	100	105	840	200	85	800	155										
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:	230	255	115	215	365	100	105	840	200	85	800	155										
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:	230	255	115	215	365	100	105	840	200	85	800	155										
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:	230	255	115	215	365	100	105	840	0	85	800	155										
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0										
Reduced Vol:	230	255	115	215	365	100	105	840	0	85	800	155										
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00										
FinalVolume:	230	255	115	215	365	100	105	840	0	85	800	155										
Saturation Flow Module:																						
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425										
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00										
Lanes:	1.42	1.58	1.00	1.00	2.35	0.65	1.00	2.00	1.00	1.00	2.00	1.00										
Final Sat.:	2027	2248	1425	1425	3356	919	1425	2850	1425	1425	2850	1425										
Capacity Analysis Module:																						
Vol/Sat:	0.11	0.11	0.08	0.15	0.11	0.11	0.07	0.29	0.00	0.06	0.28	0.11										
Crit Volume:		162		215			105				400											
Crit Moves:	****			****			****				****											

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	2	0 1	1 0	1 0	0 1	0	0 1	0	0 1
Volume Module:												
Base Vol:	0 145	25		30	30	20	195	25	185	105	235	215
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:	0 145	25		30	30	20	195	25	185	105	235	215
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:	0 145	25		30	30	20	195	25	185	105	235	215
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:	0 145	0		30	30	20	195	25	185	105	235	215
Reduct Vol:	0 0	0		0	0	0	0	0	0	0	0	0
Reduced Vol:	0 145	0		30	30	20	195	25	185	105	235	215
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
FinalVolume:	0 145	0		30	30	20	195	25	185	105	235	215
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 2.00	1.00		2.00	1.20	0.80	1.00	0.12	0.88	0.31	0.69	1.00
Final Sat.:	1375 2750	1375		2750	1650	1100	1375	164	1211	425	950	1375
Capacity Analysis Module:												
Vol/Sat:	0.00 0.05	0.00		0.01	0.02	0.02	0.14	0.15	0.15	0.25	0.25	0.16
Crit Volume:	73			15					210		340	
Crit Moves:	****			****					****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.273
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	0 570	35		5	375	0	95	5	0	0	5	20
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:	0 570	35		5	375	0	95	5	0	0	5	20
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:	0 570	35		5	375	0	95	5	0	0	5	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:	0 570	35		5	375	0	95	5	0	0	5	20
Reduct Vol:	0 0	0		0	0	0	0	0	0	0	0	0
Reduced Vol:	0 570	35		5	375	0	95	5	0	0	5	20
PCE Adj:	2.00 1.00	1.00		2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0 570	35		10	375	0	95	5	0	0	5	20
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	1.00		0.05	1.95	0.00	1.00	1.00	0.00	0.00	0.20	0.80
Final Sat.:	0 3000	1500		80	2920	0	1500	1500	0	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.19	0.02		0.06	0.13	0.00	0.06	0.00	0.00	0.00	0.02	0.02
Crit Volume:	285			5			95				25	
Crit Moves:	****			****			****				****	

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

Intersection #8 PCH/Alameda Ramp (O St)

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: 52 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	2	0	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	255	0	255	210	895	0	0	840	175
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	0	0	255	0	255	210	895	0	0	840	175
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	0	0	255	0	255	210	895	0	0	840	175
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	255	0	255	210	895	0	0	840	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	255	210	895	0	0	840	175
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
FinalVolume:	0	0	0	255	0	255	210	895	0	0	840	175
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.48	0.52
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3538	737
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.15	0.31	0.00	0.00	0.24	0.24
Crit Volume:			0			255			210			338
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	655	300	205	605	0	0	0	0	105	0	285
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	655	300	205	605	0	0	0	0	105	0	285
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	655	300	205	605	0	0	0	0	105	0	285
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	655	300	205	605	0	0	0	0	105	0	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	655	300	205	605	0	0	0	0	105	0	285
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
FinalVolume:	0	655	300	205	605	0	0	0	0	105	0	285
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	2.06	0.94	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2932	1343	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.14	0.14	0.00	0.00	0.00	0.00	0.07	0.00	0.20
Crit Volume:		318			205				0		105	
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	150	30	115	175	495	10	10	555	300
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:	10	25	15	150	30	115	175	495	10	10	555	300
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:	10	25	15	150	30	115	175	495	10	10	555	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	25	15	150	30	115	175	495	10	10	555	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	150	30	115	175	495	10	10	555	300
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
FinalVolume:	10	25	15	150	30	115	175	495	10	10	555	300
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.67	0.33	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2667	533	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.06	0.07	0.11	0.15	0.01	0.01	0.35	0.19
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0	0 0	0	0 0	0	1 0	1! 0 1
Volume Module:												
Base Vol:	0	735	110	180	620	0	0	0	0	105	0	395
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	735	110	180	620	0	0	0	0	105	0	395
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	735	110	180	620	0	0	0	0	105	0	395
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:	0	735	110	180	620	0	0	0	0	105	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	735	110	180	620	0	0	0	0	105	0	395
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	735	110	180	620	0	0	0	0	105	0	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.61	0.39	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4175	625	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.11	0.13	0.00	0.00	0.00	0.00	0.07	0.00	0.12
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	2	0
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	660	0	0	845	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
FinalVolume:	0	0	0	0	0	5	0	660	0	0	845	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.33	0.00
Crit Moves:				****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	450	5	215	0	25	5	20	590	340	170	305	10
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:	450	5	215	0	25	5	20	590	340	170	305	10
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:	450	5	215	0	25	5	20	590	340	170	305	10
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:	450	5	215	0	25	5	20	590	340	170	305	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	5	215	0	25	5	20	590	340	170	305	10
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
FinalVolume:	450	5	215	0	25	5	20	590	340	170	305	10
OvlAdjVol:			45						112			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.83	0.17	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	3165	35	2880	0	1333	267	1600	3200	1600	2880	3098	102
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.07	0.00	0.02	0.02	0.01	0.18	0.21	0.06	0.10	0.10
OvlAdjV/S:			0.02						0.07			
Crit Moves:	****				****			****			****	

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	90	240	0	0	235	510	540	0	220	0	0	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:	90	240	0	0	235	510	540	0	220	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:	90	240	0	0	235	510	540	0	220	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	90	240	0	0	235	510	540	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	240	0	0	235	510	540	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	90	240	0	0	235	510	540	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.00	0.00	0.16	0.36	0.19	0.00	0.00	0.00	0.00	0.00
Crit Volume:	90					510	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	65	545	5	15	300	530	900	5	110	15	10	50
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:	65	545	5	15	300	530	900	5	110	15	10	50
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:	65	545	5	15	300	530	900	5	110	15	10	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:	65	545	5	15	300	530	900	5	110	15	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	545	5	15	300	530	900	5	110	15	10	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
FinalVolume:	65	545	5	15	300	530	900	5	110	15	10	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:	1.00	2.97	0.03	1.00	1.00	1.00	2.00	0.04	0.96	0.60	0.40	1.00
Final Sat.:	1375	4088	38	1375	1375	1375	2750	60	1315	825	550	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.01	0.22	0.39	0.33	0.08	0.08	0.02	0.02	0.04
Crit Volume:	65					530	450					50
Crit Moves:	****					****	****					****

Scenario Report

Scenario:	2015 Red Proj - No Space Assign PM
Command:	2015 Reduced Proj-No Space Assignment PM
Volume:	2015 Reduced Proj-No Space Assignment PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	475	0	0	135	655	0	0	0	15	330	195	1815
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	475	0	0	135	655	0	0	0	15	330	195	1815
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	185	0	0	480	350	0	0	0	0	1025
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	185	0	0	480	350	0	0	0	0	1025
#3 Seaside Ave / Navy Way													
Base	580	0	635	0	0	0	0	2370	665	0	2300	0	6550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	580	0	635	0	0	0	0	2370	665	0	2300	0	6550
#4 Ferry St / SR 47 Ramps													
Base	0	335	280	5	250	0	0	0	0	285	0	5	1160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	335	280	5	250	0	0	0	0	285	0	5	1160
#5 Anaheim St / Henry Ford Ave													
Base	345	310	220	205	295	60	100	1135	285	100	1270	205	4530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	345	310	220	205	295	60	100	1135	285	100	1270	205	4530
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	420	40	100	375	50	70	0	10	80	0	365	1520
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	420	40	100	375	50	70	0	10	80	0	365	1520
#7 Alameda Street / Henry Ford Avenue													
Base	0	625	20	5	245	0	125	0	0	20	5	30	1075
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	625	20	5	245	0	125	0	0	20	5	30	1075
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	345	0	530	260	1260	0	0	1020	190	3605
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	345	0	530	260	1260	0	0	1020	190	3605
#9 Alameda St / PCH Ramp (O St)													
Base	0	730	565	310	775	0	0	0	0	105	0	345	2830
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	730	565	310	775	0	0	0	0	105	0	345	2830
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	160	20	140	230	840	0	0	680	355	2490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	160	20	140	230	840	0	0	680	355	2490

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1115	65	255	545	0	0	0	0	55	0	570	2605
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1115	65	255	545	0	0	0	0	55	0	570	2605
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1020	0	0	1035	0	2055
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1020	0	0	1035	0	2055
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	405	5	345	10	0	10	0	1070	305	145	440	0	2735
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	405	5	345	10	0	10	0	1070	305	145	440	0	2735
#14 Ferry St / Terminal Way													
Base	70	190	0	0	200	335	425	0	185	0	0	0	1405
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	190	0	0	200	335	425	0	185	0	0	0	1405
#15 Navy Way / Reeves Ave													
Base	25	430	0	20	195	450	690	0	5	0	5	95	1915
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	430	0	20	195	450	690	0	5	0	5	95	1915
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.328	A	xxxxx	0.328	+ 0.000
# 3 Seaside Ave / Navy Way	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.814	D	xxxxx	0.814	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.332	A	xxxxx	0.332	+ 0.000
# 8 PCH/Alameda Ramp (O St)	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.733	C	xxxxx	0.733	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.524	A	xxxxx	0.524	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.705	C	xxxxx	0.705	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.339	A	xxxxx	0.339	+ 0.000
# 15 Navy Way / Reeves Ave	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	10	475	0		0	135	655		0	0	0		15	330	195			
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:	10	475	0		0	135	655		0	0	0		15	330	195			
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:	10	475	0		0	135	655		0	0	0		15	330	195			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	10	475	0		0	135	655		0	0	0		15	330	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	10	475	0		0	135	655		0	0	0		15	330	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	10	475	0		0	135	655		0	0	0		15	330	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.15	0.00		0.00	0.04	0.23		0.00	0.00	0.00		0.01	0.10	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.328
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	5	5	185	0	0	480	350	0	0	0	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:	0	5	5	185	0	0	480	350	0	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:	0	5	5	185	0	0	480	350	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:	0	5	5	185	0	0	480	350	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	185	0	0	480	350	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	
FinalVolume:	0	5	5	185	0	0	480	350	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 2.00	1.00		2.00 0.00	0.00		2.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0 3200	1600		3200	0	0	2880 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.06 0.00	0.00		0.17 0.11	0.00		0.00 0.00	0.00	
Crit Moves:		****		****			****					

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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
Volume Module:												
Base Vol:	580	0	635	0	0	0	0	2370	665	0	2300	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:	580	0	635	0	0	0	0	2370	665	0	2300	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:	580	0	635	0	0	0	0	2370	665	0	2300	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:	580	0	0	0	0	0	0	2370	665	0	2300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	0	0	0	0	0	0	2370	665	0	2300	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	
FinalVolume:	580	0	0	0	0	0	0	2370	665	0	2300	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:	0.20 0.00	0.00		0.00 0.00	0.00		0.00 0.55	0.47		0.00 0.54	0.00	
Crit Volume:	290			0			790			0		
Crit Moves:	****						****			****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	335	280	5	250	0	0	0	0	285	0	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:	0	335	280	5	250	0	0	0	0	285	0	5
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	335	280	5	250	0	0	0	0	285	0	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:	0	335	280	5	250	0	0	0	0	285	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	335	280	5	250	0	0	0	0	285	0	5
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
FinalVolume:	0	335	280	5	250	0	0	0	0	285	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.97	0.00	0.03
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2801	0	49
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.20	0.00	0.09	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Volume:		335		5					0	145		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Henry Ford Ave									Anaheim St					
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	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	310	220	205	295	60	100	1135	285	100	1270	205			
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:	345	310	220	205	295	60	100	1135	285	100	1270	205			
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:	345	310	220	205	295	60	100	1135	285	100	1270	205			
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:	345	310	220	205	295	60	100	1135	0	100	1270	205			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	345	310	220	205	295	60	100	1135	0	100	1270	205			
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	345	310	220	205	295	60	100	1135	0	100	1270	205			
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:	1.58	1.42	1.00	1.00	2.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	2252	2023	1425	1425	3552	723	1425	2850	1425	1425	2850	1425			
Capacity Analysis Module:															
Vol/Sat:	0.15	0.15	0.15	0.14	0.08	0.08	0.07	0.40	0.00	0.07	0.45	0.14			
Crit Volume:			220	205			100				635				
Crit Moves:			****	****			****				****				

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	2	0 1	1 0	1 0	0 1	0	0 1	0	0 1
Volume Module:												
Base Vol:	10	420	40	100	375	50	70	0	10	80	0	365
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:	10	420	40	100	375	50	70	0	10	80	0	365
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:	10	420	40	100	375	50	70	0	10	80	0	365
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:	10	420	0	100	375	50	70	0	10	80	0	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	420	0	100	375	50	70	0	10	80	0	365
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
FinalVolume:	10	420	0	100	375	50	70	0	10	80	0	365
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	2.00	1.00	2.00	1.76	0.24	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2426	324	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.00	0.04	0.15	0.15	0.05	0.00	0.01	0.06	0.00	0.27
Crit Volume:		210		0			70					365
Crit Moves:	****			****			****					****

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	0	1 0	0	1! 0	0
Volume Module:												
Base Vol:	0	625	20	5	245	0	125	0	0	20	5	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:	0	625	20	5	245	0	125	0	0	20	5	30
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	625	20	5	245	0	125	0	0	20	5	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:	0	625	20	5	245	0	125	0	0	20	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	625	20	5	245	0	125	0	0	20	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	625	20	20	245	0	125	0	0	20	5	30
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	1.00	0.17	1.83	0.00	1.00	1.00	0.00	0.36	0.09	0.55
Final Sat.:	0	3000	1500	255	2745	0	1500	1500	0	545	136	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.01	0.02	0.09	0.00	0.08	0.00	0.00	0.04	0.04	0.04
Crit Volume:		313		5			125					55
Crit Moves:	****			****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	345	0	530	260	1260	0	0	1020	190
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	0	0	345	0	530	260	1260	0	0	1020	190
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	0	0	345	0	530	260	1260	0	0	1020	190
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	345	0	530	260	1260	0	0	1020	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	530	260	1260	0	0	1020	190
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
FinalVolume:	0	0	0	345	0	530	260	1260	0	0	1020	190
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3604	671
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.37	0.18	0.44	0.00	0.00	0.28	0.28
Crit Volume:			0			345			260			403
Crit Moves:				****			****					****

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	730	565	310	775	0	0	0	0	105	0	345
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	730	565	310	775	0	0	0	0	105	0	345
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	730	565	310	775	0	0	0	0	105	0	345
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	730	565	310	775	0	0	0	0	105	0	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	730	565	310	775	0	0	0	0	105	0	345
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
FinalVolume:	0	730	565	310	775	0	0	0	0	105	0	345
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	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.40	0.22	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.24
Crit Volume:			565	310					0	105		
Crit Moves:			****	****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	160	20	140	230	840	0	0	680	355
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:	5	40	20	160	20	140	230	840	0	0	680	355
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:	5	40	20	160	20	140	230	840	0	0	680	355
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:	5	40	20	160	20	140	230	840	0	0	680	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	160	20	140	230	840	0	0	680	355
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
FinalVolume:	5	40	20	160	20	140	230	840	0	0	680	355
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.78	0.22	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2844	356	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.26	0.00	0.00	0.43	0.22
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1115	65	255	545	0	0	0	0	55	0	570
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	1115	65	255	545	0	0	0	0	55	0	570
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	1115	65	255	545	0	0	0	0	55	0	570
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:	0	1115	65	255	545	0	0	0	0	55	0	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1115	65	255	545	0	0	0	0	55	0	570
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1115	65	255	545	0	0	0	0	55	0	570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.83	0.17	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4536	264	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.16	0.11	0.00	0.00	0.00	0.00	0.03	0.00	0.18
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1! 0	0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1020	0	0	1035	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:	0	0	0	0	0	0	0	1020	0	0	1035	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:	0	0	0	0	0	0	0	1020	0	0	1035	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:	0	0	0	0	0	0	0	1020	0	0	1035	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1020	0	0	1035	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
FinalVolume:	0	0	0	0	0	0	0	1020	0	0	1035	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.40	0.00
Crit Moves:							****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1! 0	0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	405	5	345	10	0	10	0	1070	305	145	440	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:	405	5	345	10	0	10	0	1070	305	145	440	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:	405	5	345	10	0	10	0	1070	305	145	440	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:	405	5	345	10	0	10	0	1070	305	145	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	5	345	10	0	10	0	1070	305	145	440	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
FinalVolume:	405	5	345	10	0	10	0	1070	305	145	440	0
OvlAdjVol:			200						100			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3161	39	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.12	0.01	0.00	0.01	0.00	0.33	0.19	0.05	0.14	0.00
OvlAdjV/S:			0.07						0.06			
Crit Moves:	****			****				****		****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	70	190	0	0	200	335	425	0	185	0	0	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	190	0	0	200	335	425	0	185	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:	70	190	0	0	200	335	425	0	185	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	70	190	0	0	200	335	425	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	190	0	0	200	335	425	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	70	190	0	0	200	335	425	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.00	0.00	0.14	0.24	0.15	0.00	0.00	0.00	0.00	0.00
Crit Volume:	70				200		213				0	
Crit Moves:	****				****		****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
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						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	25	430	0	20	195	450	690	0	5	0	5	95
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:	25	430	0	20	195	450	690	0	5	0	5	95
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:	25	430	0	20	195	450	690	0	5	0	5	95
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:	25	430	0	20	195	450	690	0	5	0	5	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	430	0	20	195	450	690	0	5	0	5	95
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
FinalVolume:	25	430	0	20	195	450	690	0	5	0	5	95
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.00	0.01	0.14	0.33	0.25	0.00	0.00	0.00	0.00	0.07
Crit Volume:	25					450	345					95
Crit Moves:	****					****	****					****

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Scenario Report

Scenario:	2020 Prop Proj AM
Command:	2020 Proposed Project AM Peak
Volume:	2020 Proposed Project AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	555	0	0	270	815	0	0	0	15	405	290	2355
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	555	0	0	270	815	0	0	0	15	405	290	2355
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	285	0	0	560	305	0	0	0	0	1150
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	285	0	0	560	305	0	0	0	0	1150
#3 Seaside Ave / Navy Way													
Base	295	0	830	0	0	0	0	2270	840	0	2365	0	6600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	295	0	830	0	0	0	0	2270	840	0	2365	0	6600
#4 Ferry St / SR 47 Ramps													
Base	0	265	305	25	440	0	0	0	0	225	0	5	1265
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	265	305	25	440	0	0	0	0	225	0	5	1265
#5 Anaheim St / Henry Ford Ave													
Base	285	60	75	70	130	55	90	945	330	30	1175	75	3320
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	285	60	75	70	130	55	90	945	330	30	1175	75	3320
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	135	255	125	145	485	15	55	0	165	75	5	130	1590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	255	125	145	485	15	55	0	165	75	5	130	1590
#7 Alameda Street / Henry Ford Avenue													
Base	0	425	5	5	475	0	165	0	20	0	0	10	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	425	5	5	475	0	165	0	20	0	0	10	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	120	0	155	225	1025	0	0	925	135	2585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	120	0	155	225	1025	0	0	925	135	2585
#9 Alameda St / PCH Ramp (O St)													
Base	0	715	275	0	830	0	0	0	0	180	0	180	2180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	715	275	0	830	0	0	0	0	180	0	180	2180

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	280	35	155	145	620	5	10	690	280	2255
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	280	35	155	145	620	5	10	690	280	2255
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	735	100	370	1130	0	0	0	0	80	0	370	2785
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	735	100	370	1130	0	0	0	0	80	0	370	2785
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	905	0	0	975	0	1885
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	905	0	0	975	0	1885
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	225	40	300	5	15	5	25	580	340	205	990	5	2735
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	225	40	300	5	15	5	25	580	340	205	990	5	2735
#14 Ferry St / Terminal Way													
Base	120	180	0	0	230	430	360	0	115	0	0	25	1460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	180	0	0	230	430	360	0	115	0	0	25	1460
#15 Navy Way / Reeves Ave													
Base	141	380	50	28	293	520	730	4	306	10	4	15	2481
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	141	380	50	28	293	520	730	4	306	10	4	15	2481
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.384	A	xxxxx	0.384	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.284	A	xxxxx	0.284	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.278	A	xxxxx	0.278	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	555	0	0	270	815	0	0	0	15	405	290
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:	5	555	0	0	270	815	0	0	0	15	405	290
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:	5	555	0	0	270	815	0	0	0	15	405	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	555	0	0	270	815	0	0	0	15	405	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	555	0	0	270	815	0	0	0	15	405	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	555	0	0	270	815	0	0	0	15	405	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.08	0.28	0.00	0.00	0.00	0.01	0.13	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	285	0	0	560	305	0	0	0	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:	0	0	0	285	0	0	560	305	0	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:	0	0	0	285	0	0	560	305	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:	0	0	0	285	0	0	560	305	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	285	0	0	560	305	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
FinalVolume:	0	0	0	285	0	0	560	305	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.19	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	265	305	25	440	0	0	0	0	225	0	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:	0	265	305	25	440	0	0	0	0	225	0	5
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	265	305	25	440	0	0	0	0	225	0	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:	0	265	305	25	440	0	0	0	0	225	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	265	305	25	440	0	0	0	0	225	0	5
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
FinalVolume:	0	265	305	25	440	0	0	0	0	225	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.96	0.00	0.04
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2788	0	62
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.21	0.02	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Volume:		265		25						115		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

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

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	285	60	75	70	130	55	90	945	330	30	1175	75
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:	285	60	75	70	130	55	90	945	330	30	1175	75
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:	285	60	75	70	130	55	90	945	330	30	1175	75
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:	285	60	75	70	130	55	90	945	0	30	1175	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	60	75	70	130	55	90	945	0	30	1175	75
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	285	60	75	70	130	55	90	945	0	30	1175	75
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	1.00	1.00	1.00	2.11	0.89	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3004	1271	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.05	0.05	0.04	0.04	0.06	0.33	0.00	0.02	0.41	0.05
Crit Volume:	143			70			90				588	
Crit Moves:	****			****			****				****	

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.458
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	135	255	125	145	485	15	55	0	165	75	5	130
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:	135	255	125	145	485	15	55	0	165	75	5	130
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:	135	255	125	145	485	15	55	0	165	75	5	130
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:	135	255	0	145	485	15	55	0	165	75	5	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	255	0	145	485	15	55	0	165	75	5	130
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
FinalVolume:	135	255	0	145	485	15	55	0	165	75	5	130
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.94	0.06	1.00
Final Sat.:	1375	2750	1375	2750	2668	83	1375	0	1375	1289	86	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.00	0.05	0.18	0.18	0.04	0.00	0.12	0.06	0.06	0.09
Crit Volume:	135				250				165		80	
Crit Moves:	****				****				****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.278
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	5	5	475	0	165	0	20	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	5	10	475	0	165	0	20	0	0	10
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	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	63	2937	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.08	0.16	0.00	0.11	0.00	0.01	0.00	0.00	0.01
Crit Volume:	0				243		165					10
Crit Moves:	****				****		****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	120	0	155	225	1025	0	0	925	135
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	0	0	120	0	155	225	1025	0	0	925	135
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	0	0	120	0	155	225	1025	0	0	925	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:	0	0	0	120	0	155	225	1025	0	0	925	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	155	225	1025	0	0	925	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	155	225	1025	0	0	925	135
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.62	0.38
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3731	544
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.11	0.16	0.36	0.00	0.00	0.25	0.25
Crit Volume:			0			120		225			353	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	715	275	0	830	0	0	0	0	180	0	180
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	715	275	0	830	0	0	0	0	180	0	180
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	715	275	0	830	0	0	0	0	180	0	180
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	715	275	0	830	0	0	0	0	180	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	715	275	0	830	0	0	0	0	180	0	180
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
FinalVolume:	0	715	275	0	830	0	0	0	0	180	0	180
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	2.17	0.83	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3088	1188	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.19	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Volume:		330			0			0			180	
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	5	25	5	280	35	155	145	620	5	10	690	280
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:	5	25	5	280	35	155	145	620	5	10	690	280
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:	5	25	5	280	35	155	145	620	5	10	690	280
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:	5	25	5	280	35	155	145	620	5	10	690	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	280	35	155	145	620	5	10	690	280
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
FinalVolume:	5	25	5	280	35	155	145	620	5	10	690	280
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.78	0.22	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2844	356	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.10	0.10	0.10	0.09	0.19	0.00	0.01	0.43	0.17
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	735	100	370	1130	0	0	0	0	80	0	370
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	735	100	370	1130	0	0	0	0	80	0	370
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	735	100	370	1130	0	0	0	0	80	0	370
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:	0	735	100	370	1130	0	0	0	0	80	0	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	735	100	370	1130	0	0	0	0	80	0	370
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	735	100	370	1130	0	0	0	0	80	0	370
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.64	0.36	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4225	575	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.23	0.24	0.00	0.00	0.00	0.00	0.05	0.00	0.12
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	905	0	0	975	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:	0	0	0	0	0	0	5	905	0	0	975	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:	0	0	0	0	0	0	5	905	0	0	975	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:	0	0	0	0	0	0	5	905	0	0	975	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	905	0	0	975	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
FinalVolume:	0	0	0	0	0	0	5	905	0	0	975	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.38	0.00
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	225	40	300	5	15	5	25	580	340	205	990	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:	225	40	300	5	15	5	25	580	340	205	990	5
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:	225	40	300	5	15	5	25	580	340	205	990	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:	225	40	300	5	15	5	25	580	340	205	990	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	40	300	5	15	5	25	580	340	205	990	5
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
FinalVolume:	225	40	300	5	15	5	25	580	340	205	990	5
OvlAdjVol:			95						207			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.70	0.30	2.00	0.20	0.60	0.20	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2717	483	2880	320	960	320	1600	3200	1600	2880	3184	16
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.10	0.02	0.02	0.02	0.02	0.18	0.21	0.07	0.31	0.31
OvlAdjV/S:			0.03						0.13			
Crit Moves:	****				****		****				****	

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

Intersection #14 Ferry St / Terminal Way

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: 38 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	120	180	0	0	230	430	360	0	115	0	0	25
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:	120	180	0	0	230	430	360	0	115	0	0	25
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:	120	180	0	0	230	430	360	0	115	0	0	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	180	0	0	230	430	360	0	0	0	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	180	0	0	230	430	360	0	0	0	0	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	120	180	0	0	230	430	360	0	0	0	0	25
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	2.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1375	2750	1375	1375	1375	1375	2750	0	1375	0	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.00	0.00	0.17	0.31	0.13	0.00	0.00	0.00	0.00	0.02
Crit Volume:	120				230		180					25
Crit Moves:	****				****		****					****

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	141	380	50	28	293	520	730	4	306	10	4	15
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:	141	380	50	28	293	520	730	4	306	10	4	15
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:	141	380	50	28	293	520	730	4	306	10	4	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:	141	380	50	28	293	520	730	4	306	10	4	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	380	50	28	293	520	730	4	306	10	4	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	380	50	28	293	520	730	4	306	10	4	15
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	2.65	0.35	1.00	1.00	1.00	2.00	0.01	0.99	0.71	0.29	1.00
Final Sat.:	1375	3645	480	1375	1375	1375	2750	18	1357	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.21	0.38	0.27	0.23	0.23	0.01	0.01	0.01
Crit Volume:	141					520	365				14	
Crit Moves:	****					****	****				****	

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Scenario Report

Scenario:	2020 Prop Proj MD
Command:	2020 Proposed Project MD Peak
Volume:	2020 Proposed Project MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	630	0	0	325	510	0	0	0	5	210	210	1895
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	630	0	0	325	510	0	0	0	5	210	210	1895
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	330	5	0	630	280	0	0	0	0	1250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	330	5	0	630	280	0	0	0	0	1250
#3 Seaside Ave / Navy Way													
Base	415	0	1160	0	0	0	0	1490	885	0	1490	0	5440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	415	0	1160	0	0	0	0	1490	885	0	1490	0	5440
#4 Ferry St / SR 47 Ramps													
Base	0	320	470	5	275	0	0	0	0	475	0	5	1550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	320	470	5	275	0	0	0	0	475	0	5	1550
#5 Anaheim St / Henry Ford Ave													
Base	250	190	85	155	255	105	130	985	250	80	1005	135	3625
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	190	85	155	255	105	130	985	250	80	1005	135	3625
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	55	10	30	5	15	205	35	140	70	240	200	1005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	55	10	30	5	15	205	35	140	70	240	200	1005
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	100	0	115	225	960	0	0	880	170	2450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	100	0	115	225	960	0	0	880	170	2450
#9 Alameda St / PCH Ramp (O St)													
Base	0	840	215	0	755	0	0	0	0	125	0	275	2210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	840	215	0	755	0	0	0	0	125	0	275	2210

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	175	30	100	165	555	10	10	590	340	2025
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	175	30	100	165	555	10	10	590	340	2025
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	905	150	155	725	0	0	0	0	155	0	375	2465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	905	150	155	725	0	0	0	0	155	0	375	2465
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	740	0	0	910	0	1655
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	740	0	0	910	0	1655
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	520	5	215	0	25	10	20	680	335	180	455	10	2455
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	520	5	215	0	25	10	20	680	335	180	455	10	2455
#14 Ferry St / Terminal Way													
Base	60	250	0	0	245	505	535	0	210	0	0	0	1805
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	250	0	0	245	505	535	0	210	0	0	0	1805
#15 Navy Way / Reeves Ave													
Base	73	565	5	8	318	555	960	1	159	15	2	50	2711
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	73	565	5	8	318	555	960	1	159	15	2	50	2711
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.413	A	xxxxx	0.413	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.396	A	xxxxx	0.396	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.475	A	xxxxx	0.475	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	630	0	0	325	510	0	0	0	5	210	210
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:	5	630	0	0	325	510	0	0	0	5	210	210
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:	5	630	0	0	325	510	0	0	0	5	210	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	630	0	0	325	510	0	0	0	5	210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	630	0	0	325	510	0	0	0	5	210	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	630	0	0	325	510	0	0	0	5	210	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.10	0.18	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:		****		****							****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	330	5	0	630	280	0	0	0	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:	0	5	0	330	5	0	630	280	0	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:	0	5	0	330	5	0	630	280	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:	0	5	0	330	5	0	630	280	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	330	5	0	630	280	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
FinalVolume:	0	5	0	330	5	0	630	280	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.97	0.03	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3152	48	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.00	0.22	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****		****					

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	320	470	5	275	0	0	0	0	475	0	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:	0	320	470	5	275	0	0	0	0	475	0	5
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	320	470	5	275	0	0	0	0	475	0	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:	0	320	470	5	275	0	0	0	0	475	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	320	470	5	275	0	0	0	0	475	0	5
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
FinalVolume:	0	320	470	5	275	0	0	0	0	475	0	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:	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	0.22	0.33	0.00	0.10	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Volume:		320			5			0		240		
Crit Moves:		****			****					****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	250	190	85	155	255	105	130	985	250	80	1005	135
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:	250	190	85	155	255	105	130	985	250	80	1005	135
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:	250	190	85	155	255	105	130	985	250	80	1005	135
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:	250	190	85	155	255	105	130	985	0	80	1005	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	190	85	155	255	105	130	985	0	80	1005	135
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	190	85	155	255	105	130	985	0	80	1005	135
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:	1.70	1.30	1.00	1.00	2.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2429	1846	1425	1425	3028	1247	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.11	0.08	0.08	0.09	0.35	0.00	0.06	0.35	0.09
Crit Volume:	147			155			130			503		
Crit Moves:	****			****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	55	10	30	5	15	205	35	140	70	240	200
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	55	10	30	5	15	205	35	140	70	240	200
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	55	10	30	5	15	205	35	140	70	240	200
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:	0	55	0	30	5	15	205	35	140	70	240	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	55	0	30	5	15	205	35	140	70	240	200
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
FinalVolume:	0	55	0	30	5	15	205	35	140	70	240	200
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	2.00	1.00	2.00	1.00	1.00	1.00	0.20	0.80	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	275	1100	310	1065	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.15	0.13	0.13	0.23	0.23	0.15
Crit Volume:		28		15			205			310		
Crit Moves:		****		****			****			****		

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.267
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95			25		
Crit Moves:		****		****			****			****		

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	100	0	115	225	960	0	0	880	170
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	0	0	100	0	115	225	960	0	0	880	170
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	0	0	100	0	115	225	960	0	0	880	170
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	100	0	115	225	960	0	0	880	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	0	115	225	960	0	0	880	170
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
FinalVolume:	0	0	0	100	0	115	225	960	0	0	880	170
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.51	0.49
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3583	692
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.08	0.16	0.34	0.00	0.00	0.25	0.25
Crit Volume:		0			100			225			350	
Crit Moves:					****			****			****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	840	215	0	755	0	0	0	0	125	0	275
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	840	215	0	755	0	0	0	0	125	0	275
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	840	215	0	755	0	0	0	0	125	0	275
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	840	215	0	755	0	0	0	0	125	0	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	840	215	0	755	0	0	0	0	125	0	275
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
FinalVolume:	0	840	215	0	755	0	0	0	0	125	0	275
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	2.39	0.61	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3404	871	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.18	0.00	0.00	0.00	0.00	0.09	0.00	0.19
Crit Volume:			352		0			0				275
Crit Moves:			****	****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	175	30	100	165	555	10	10	590	340
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:	10	25	15	175	30	100	165	555	10	10	590	340
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:	10	25	15	175	30	100	165	555	10	10	590	340
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:	10	25	15	175	30	100	165	555	10	10	590	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	175	30	100	165	555	10	10	590	340
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
FinalVolume:	10	25	15	175	30	100	165	555	10	10	590	340
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.71	0.29	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2732	468	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.06	0.06	0.10	0.17	0.01	0.01	0.37	0.21
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	905	150	155	725	0	0	0	0	155	0	375
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	905	150	155	725	0	0	0	0	155	0	375
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	905	150	155	725	0	0	0	0	155	0	375
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:	0	905	150	155	725	0	0	0	0	155	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	905	150	155	725	0	0	0	0	155	0	375
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	905	150	155	725	0	0	0	0	155	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.57	0.43	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4118	682	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.10	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.12
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	740	0	0	910	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
FinalVolume:	0	0	0	0	0	5	0	740	0	0	910	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.36	0.00
Crit Moves:				****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	0	1 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	520	5	215	0	25	10	20	680	335	180	455	10
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:	520	5	215	0	25	10	20	680	335	180	455	10
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:	520	5	215	0	25	10	20	680	335	180	455	10
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:	520	5	215	0	25	10	20	680	335	180	455	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	5	215	0	25	10	20	680	335	180	455	10
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
FinalVolume:	520	5	215	0	25	10	20	680	335	180	455	10
OvlAdjVol:			35						72			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.71	0.29	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	3170	30	2880	0	1143	457	1600	3200	1600	2880	3131	69
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.07	0.00	0.02	0.02	0.01	0.21	0.21	0.06	0.15	0.15
OvlAdjV/S:			0.01						0.05			
Crit Moves:	****			****			****			****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	60	250	0	0	245	505	535	0	210	0	0	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:	60	250	0	0	245	505	535	0	210	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:	60	250	0	0	245	505	535	0	210	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	60	250	0	0	245	505	535	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	250	0	0	245	505	535	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	60	250	0	0	245	505	535	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.00	0.00	0.17	0.35	0.19	0.00	0.00	0.00	0.00	0.00
Crit Volume:	60				245		267				0	
Crit Moves:	****				****		****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	73	565	5	8	318	555	960	1	159	15	2	50
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:	73	565	5	8	318	555	960	1	159	15	2	50
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:	73	565	5	8	318	555	960	1	159	15	2	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:	73	565	5	8	318	555	960	1	159	15	2	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	565	5	8	318	555	960	1	159	15	2	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
FinalVolume:	73	565	5	8	318	555	960	1	159	15	2	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:	1.00	2.97	0.03	1.00	1.00	1.00	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4089	36	1375	1375	1375	2750	9	1366	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.01	0.23	0.40	0.35	0.12	0.12	0.01	0.01	0.04
Crit Volume:	73					555	480					50
Crit Moves:	****					****	****					****

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Scenario Report

Scenario:	2020 Prop Proj PM
Command:	2020 Proposed Project PM Peak
Volume:	2020 Proposed Project PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	580	0	0	165	745	0	0	0	15	270	365	2150
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	580	0	0	165	745	0	0	0	15	270	365	2150
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	300	0	0	585	370	0	0	0	0	1265
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	300	0	0	585	370	0	0	0	0	1265
#3 Seaside Ave / Navy Way													
Base	435	0	840	0	0	0	0	2550	705	0	2420	0	6950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	435	0	840	0	0	0	0	2550	705	0	2420	0	6950
#4 Ferry St / SR 47 Ramps													
Base	0	365	260	5	425	0	0	0	0	115	0	5	1175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	365	260	5	425	0	0	0	0	115	0	5	1175
#5 Anaheim St / Henry Ford Ave													
Base	370	260	215	230	245	70	95	1260	260	90	1430	190	4715
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	370	260	215	230	245	70	95	1260	260	90	1430	190	4715
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	325	35	110	335	50	70	0	10	90	0	430	1465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	325	35	110	335	50	70	0	10	90	0	430	1465
#7 Alameda Street / Henry Ford Avenue													
Base	0	665	20	5	210	0	140	0	10	20	5	30	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	665	20	5	210	0	140	0	10	20	5	30	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	150	0	215	250	1420	0	0	1195	205	3435
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	150	0	215	250	1420	0	0	1195	205	3435
#9 Alameda St / PCH Ramp (O St)													
Base	0	1115	365	0	985	0	0	0	0	260	0	195	2920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1115	365	0	985	0	0	0	0	260	0	195	2920

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	200	20	135	220	940	0	0	690	420	2690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	200	20	135	220	940	0	0	690	420	2690
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1270	125	230	600	0	0	0	0	110	0	570	2905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1270	125	230	600	0	0	0	0	110	0	570	2905
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1160	0	0	1110	0	2270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1160	0	0	1110	0	2270
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	495	5	380	10	0	10	0	1165	290	180	700	0	3235
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	495	5	380	10	0	10	0	1165	290	180	700	0	3235
#14 Ferry St / Terminal Way													
Base	65	200	0	0	210	330	420	0	190	0	0	0	1415
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	200	0	0	210	330	420	0	190	0	0	0	1415
#15 Navy Way / Reeves Ave													
Base	28	470	0	16	214	475	730	0	5	0	2	75	2015
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	470	0	16	214	475	730	0	5	0	2	75	2015
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.302	A	xxxxx	0.302	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.881	D	xxxxx	0.881	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.355	A	xxxxx	0.355	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.838	D	xxxxx	0.838	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.763	C	xxxxx	0.763	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	580	0	0	165	745	0	0	0	15	270	365
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:	10	580	0	0	165	745	0	0	0	15	270	365
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:	10	580	0	0	165	745	0	0	0	15	270	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	580	0	0	165	745	0	0	0	15	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	580	0	0	165	745	0	0	0	15	270	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	580	0	0	165	745	0	0	0	15	270	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.00	0.05	0.26	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

APL
2020 Proposed Project/Alt 5/Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	300	0	0	585	370	0	0	0	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:	0	5	5	300	0	0	585	370	0	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:	0	5	5	300	0	0	585	370	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:	0	5	5	300	0	0	585	370	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	300	0	0	585	370	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
FinalVolume:	0	5	5	300	0	0	585	370	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.20	0.12	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	365	260	5	425	0	0	0	0	115	0	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:	0	365	260	5	425	0	0	0	0	115	0	5
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	365	260	5	425	0	0	0	0	115	0	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:	0	365	260	5	425	0	0	0	0	115	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	365	260	5	425	0	0	0	0	115	0	5
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
FinalVolume:	0	365	260	5	425	0	0	0	0	115	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.92	0.00	0.08
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2731	0	119
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.18	0.00	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Volume:		365			5			0			60	
Crit Moves:		****			****						****	

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Street Name:	Henry Ford Ave									Anaheim St					
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	0	0	0	0			
Lanes:	1 1	1	0 1	1	0 2	1 0	1	0	2 0	1	0	2 0	1	0	2 0 1
Volume Module:															
Base Vol:	370	260	215	230	245	70	95	1260	260	90	1430	190			
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:	370	260	215	230	245	70	95	1260	260	90	1430	190			
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:	370	260	215	230	245	70	95	1260	260	90	1430	190			
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:	370	260	215	230	245	70	95	1260	0	90	1430	190			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	370	260	215	230	245	70	95	1260	0	90	1430	190			
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	370	260	215	230	245	70	95	1260	0	90	1430	190			
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:	1.76	1.24	1.00	1.00	2.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	2511	1764	1425	1425	3325	950	1425	2850	1425	1425	2850	1425			
Capacity Analysis Module:															
Vol/Sat:	0.15	0.15	0.15	0.16	0.07	0.07	0.07	0.44	0.00	0.06	0.50	0.13			
Crit Volume:			215	230			95				715				
Crit Moves:			****	****			****				****				

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	325	35	110	335	50	70	0	10	90	0	430
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:	10	325	35	110	335	50	70	0	10	90	0	430
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:	10	325	35	110	335	50	70	0	10	90	0	430
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:	10	325	0	110	335	50	70	0	10	90	0	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	325	0	110	335	50	70	0	10	90	0	430
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
FinalVolume:	10	325	0	110	335	50	70	0	10	90	0	430
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2393	357	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.31
Crit Volume:		163		0			70					430
Crit Moves:		****		****			****					****

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	665	20	5	210	0	140	0	10	20	5	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:	0	665	20	5	210	0	140	0	10	20	5	30
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	665	20	5	210	0	140	0	10	20	5	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:	0	665	20	5	210	0	140	0	10	20	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	665	20	5	210	0	140	0	10	20	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	665	20	20	210	0	140	0	10	20	5	30
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	1.00	0.20	1.80	0.00	1.00	0.00	1.00	0.36	0.09	0.55
Final Sat.:	0	3000	1500	300	2700	0	1500	0	1500	545	136	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.01	0.02	0.08	0.00	0.09	0.00	0.01	0.04	0.04	0.04
Crit Volume:		333		5			140					55
Crit Moves:		****		****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

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: 58 Level Of Service: B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	150	0	215	250	1420	0	0	1195	205
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	0	0	150	0	215	250	1420	0	0	1195	205
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	0	0	150	0	215	250	1420	0	0	1195	205
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	150	0	215	250	1420	0	0	1195	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	215	250	1420	0	0	1195	205
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
FinalVolume:	0	0	0	150	0	215	250	1420	0	0	1195	205
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3649	626
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.18	0.50	0.00	0.00	0.33	0.33
Crit Volume:			0			150		250				467
Crit Moves:				****			****					****

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

Intersection #9 Alameda St / PCH Ramp (O St)

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: 48 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	1115	365	0	985	0	0	0	0	260	0	195
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	1115	365	0	985	0	0	0	0	260	0	195
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	1115	365	0	985	0	0	0	0	260	0	195
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	1115	365	0	985	0	0	0	0	260	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1115	365	0	985	0	0	0	0	260	0	195
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
FinalVolume:	0	1115	365	0	985	0	0	0	0	260	0	195
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	2.26	0.74	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3221	1054	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.00	0.23	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Crit Volume:			493		0				0		260	
Crit Moves:		****	****							****		

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	5	40	20	200	20	135	220	940	0	0	690	420
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:	5	40	20	200	20	135	220	940	0	0	690	420
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:	5	40	20	200	20	135	220	940	0	0	690	420
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:	5	40	20	200	20	135	220	940	0	0	690	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	200	20	135	220	940	0	0	690	420
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
FinalVolume:	5	40	20	200	20	135	220	940	0	0	690	420
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.82	0.18	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2909	291	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.14	0.29	0.00	0.00	0.43	0.26
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1270	125	230	600	0	0	0	0	110	0	570
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	1270	125	230	600	0	0	0	0	110	0	570
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	1270	125	230	600	0	0	0	0	110	0	570
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:	0	1270	125	230	600	0	0	0	0	110	0	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1270	125	230	600	0	0	0	0	110	0	570
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1270	125	230	600	0	0	0	0	110	0	570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.73	0.27	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4370	430	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.14	0.13	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1160	0	0	1110	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:	0	0	0	0	0	0	0	1160	0	0	1110	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:	0	0	0	0	0	0	0	1160	0	0	1110	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:	0	0	0	0	0	0	0	1160	0	0	1110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1160	0	0	1110	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	
FinalVolume:	0	0	0	0	0	0	0	1160	0	0	1110	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80	
Lanes:	0.00 0.00	0.00		0.00 1.00	0.00		1.00 2.00	0.00		0.00 2.00	1.00	
Final Sat.:	0	0	0	0 1280		0	1280 2560		0	0 2560		1280
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.00 0.00	0.00		0.00 0.45	0.00		0.00 0.43	0.00	
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	495	5	380	10	0	10	0	1165	290	180	700	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:	495	5	380	10	0	10	0	1165	290	180	700	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:	495	5	380	10	0	10	0	1165	290	180	700	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:	495	5	380	10	0	10	0	1165	290	180	700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	5	380	10	0	10	0	1165	290	180	700	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	
FinalVolume:	495	5	380	10	0	10	0	1165	290	180	700	0
OvlAdjVol:			200						40			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.98 0.02	2.00		0.50 0.00	0.50		1.00 2.00	1.00		2.00 2.00	0.00	
Final Sat.:	3168	32	2880	800	0	800	1600 3200		1600	2880 3200		0
Capacity Analysis Module:												
Vol/Sat:	0.16 0.16	0.13		0.01 0.00	0.01		0.00 0.36	0.18		0.06 0.22	0.00	
OvlAdjV/S:		0.07						0.03				
Crit Moves:	****			****				****		****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	65	200	0	0	210	330	420	0	190	0	0	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:	65	200	0	0	210	330	420	0	190	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:	65	200	0	0	210	330	420	0	190	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	65	200	0	0	210	330	420	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	200	0	0	210	330	420	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	65	200	0	0	210	330	420	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.00	0.00	0.15	0.23	0.15	0.00	0.00	0.00	0.00	0.00
Crit Volume:	65				210		210				0	
Crit Moves:	****				****		****					

APL
2020 Proposed Project/Alt 5/Alt 6
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	28	470	0	16	214	475	730	0	5	0	2	75
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:	28	470	0	16	214	475	730	0	5	0	2	75
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:	28	470	0	16	214	475	730	0	5	0	2	75
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	470	0	16	214	475	730	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	470	0	16	214	475	730	0	5	0	2	75
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
FinalVolume:	28	470	0	16	214	475	730	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.01	0.16	0.35	0.27	0.00	0.00	0.00	0.00	0.05
Crit Volume:	28					475	365					75
Crit Moves:	****					****	****					****

Scenario Report

Scenario:	2020 Red Proj - No Space Assign AM
Command:	2020 Reduced Proj-No Space Assignment AM
Volume:	2020 Reduced Proj-No Space Assignment AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	550	0	0	270	815	0	0	0	15	405	290	2350
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	550	0	0	270	815	0	0	0	15	405	290	2350
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	285	0	0	555	305	0	0	0	0	1145
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	285	0	0	555	305	0	0	0	0	1145
#3 Seaside Ave / Navy Way													
Base	290	0	820	0	0	0	0	2270	845	0	2365	0	6590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	290	0	820	0	0	0	0	2270	845	0	2365	0	6590
#4 Ferry St / SR 47 Ramps													
Base	0	260	305	25	440	0	0	0	0	225	0	5	1260
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	260	305	25	440	0	0	0	0	225	0	5	1260
#5 Anaheim St / Henry Ford Ave													
Base	285	60	75	70	130	55	90	945	330	30	1175	75	3320
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	285	60	75	70	130	55	90	945	330	30	1175	75	3320
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	135	255	125	145	485	15	55	0	165	75	5	130	1590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	255	125	145	485	15	55	0	165	75	5	130	1590
#7 Alameda Street / Henry Ford Avenue													
Base	0	425	5	5	475	0	165	0	20	0	0	10	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	425	5	5	475	0	165	0	20	0	0	10	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	120	0	155	225	1025	0	0	925	135	2585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	120	0	155	225	1025	0	0	925	135	2585
#9 Alameda St / PCH Ramp (O St)													
Base	0	715	275	0	830	0	0	0	0	180	0	180	2180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	715	275	0	830	0	0	0	0	180	0	180	2180
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	280	35	155	145	620	5	10	690	280	2255
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	280	35	155	145	620	5	10	690	280	2255

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	735	100	370	1130	0	0	0	0	80	0	370	2785
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	735	100	370	1130	0	0	0	0	80	0	370	2785
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	905	0	0	975	0	1885
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	905	0	0	975	0	1885
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	225	40	295	5	15	5	25	580	340	205	990	5	2730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	225	40	295	5	15	5	25	580	340	205	990	5	2730
#14 Ferry St / Terminal Way													
Base	120	175	0	0	230	430	360	0	115	0	0	0	1430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	175	0	0	230	430	360	0	115	0	0	0	1430
#15 Navy Way / Reeves Ave													
Base	141	380	50	28	293	525	720	4	306	10	4	15	2476
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	141	380	50	28	293	525	720	4	306	10	4	15	2476
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.382	A	xxxxx	0.382	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.281	A	xxxxx	0.281	+ 0.000
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.278	A	xxxxx	0.278	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.386	A	xxxxx	0.386	+ 0.000
# 15 Navy Way / Reeves Ave	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	5	550	0		0	270	815		0	0	0		15	405	290			
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:	5	550	0		0	270	815		0	0	0		15	405	290			
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:	5	550	0		0	270	815		0	0	0		15	405	290			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	5	550	0		0	270	815		0	0	0		15	405	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	5	550	0		0	270	815		0	0	0		15	405	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	5	550	0		0	270	815		0	0	0		15	405	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.17	0.00		0.00	0.08	0.28		0.00	0.00	0.00		0.01	0.13	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	285	0	0	555	305	0	0	0	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:	0	0	0	285	0	0	555	305	0	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:	0	0	0	285	0	0	555	305	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:	0	0	0	285	0	0	555	305	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	285	0	0	555	305	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
FinalVolume:	0	0	0	285	0	0	555	305	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.19	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.281
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	260	305	25	440	0	0	0	0	225	0	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:	0	260	305	25	440	0	0	0	0	225	0	5
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	260	305	25	440	0	0	0	0	225	0	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:	0	260	305	25	440	0	0	0	0	225	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	305	25	440	0	0	0	0	225	0	5
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
FinalVolume:	0	260	305	25	440	0	0	0	0	225	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.96	0.00	0.04
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2788	0	62
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.21	0.02	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Volume:		260		25					0	115		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

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

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	285	60	75	70	130	55	90	945	330	30	1175	75
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:	285	60	75	70	130	55	90	945	330	30	1175	75
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:	285	60	75	70	130	55	90	945	330	30	1175	75
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:	285	60	75	70	130	55	90	945	0	30	1175	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	60	75	70	130	55	90	945	0	30	1175	75
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	285	60	75	70	130	55	90	945	0	30	1175	75
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	1.00	1.00	1.00	2.11	0.89	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3004	1271	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.05	0.05	0.04	0.04	0.06	0.33	0.00	0.02	0.41	0.05
Crit Volume:	143			70			90				588	
Crit Moves:	****			****			****				****	

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	135	255	125	145	485	15	55	0	165	75	5	130
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:	135	255	125	145	485	15	55	0	165	75	5	130
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:	135	255	125	145	485	15	55	0	165	75	5	130
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:	135	255	0	145	485	15	55	0	165	75	5	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	255	0	145	485	15	55	0	165	75	5	130
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
FinalVolume:	135	255	0	145	485	15	55	0	165	75	5	130
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.94	0.06	1.00
Final Sat.:	1375	2750	1375	2750	2668	83	1375	0	1375	1289	86	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.00	0.05	0.18	0.18	0.04	0.00	0.12	0.06	0.06	0.09
Crit Volume:	135			250					165		80	
Crit Moves:	****			****					****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1	0 1 0	1	0	0 1 0	0	0	0 0 1
Volume Module:												
Base Vol:	0	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	5	5	475	0	165	0	20	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	5	10	475	0	165	0	20	0	0	10
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	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	63	2937	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.08	0.16	0.00	0.11	0.00	0.01	0.00	0.00	0.01
Crit Volume:	0			243			165					10
Crit Moves:	****			****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	120	0	155	225	1025	0	0	925	135
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	0	0	120	0	155	225	1025	0	0	925	135
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	0	0	120	0	155	225	1025	0	0	925	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:	0	0	0	120	0	155	225	1025	0	0	925	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	155	225	1025	0	0	925	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	155	225	1025	0	0	925	135
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.62	0.38
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3731	544
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.11	0.16	0.36	0.00	0.00	0.25	0.25
Crit Volume:	0			120			225				353	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	715	275	0	830	0	0	0	0	180	0	180
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	715	275	0	830	0	0	0	0	180	0	180
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	715	275	0	830	0	0	0	0	180	0	180
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	715	275	0	830	0	0	0	0	180	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	715	275	0	830	0	0	0	0	180	0	180
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
FinalVolume:	0	715	275	0	830	0	0	0	0	180	0	180
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	2.17	0.83	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3088	1188	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.19	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Volume:		330		0				0		180		
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	25	5	280	35	155	145	620	5	10	690	280
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:	5	25	5	280	35	155	145	620	5	10	690	280
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:	5	25	5	280	35	155	145	620	5	10	690	280
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:	5	25	5	280	35	155	145	620	5	10	690	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	280	35	155	145	620	5	10	690	280
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
FinalVolume:	5	25	5	280	35	155	145	620	5	10	690	280
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.78	0.22	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2844	356	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.10	0.10	0.10	0.09	0.19	0.00	0.01	0.43	0.17
Crit Moves:		****		****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0 0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	735	100	370	1130	0	0	0	0	80	0	370
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	735	100	370	1130	0	0	0	0	80	0	370
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	735	100	370	1130	0	0	0	0	80	0	370
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:	0	735	100	370	1130	0	0	0	0	80	0	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	735	100	370	1130	0	0	0	0	80	0	370
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	735	100	370	1130	0	0	0	0	80	0	370
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.64	0.36	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4225	575	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.23	0.24	0.00	0.00	0.00	0.00	0.05	0.00	0.12
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0	1! 0 0	1	0	2 0 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	905	0	0	975	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:	0	0	0	0	0	0	5	905	0	0	975	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:	0	0	0	0	0	0	5	905	0	0	975	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:	0	0	0	0	0	0	5	905	0	0	975	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	905	0	0	975	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
FinalVolume:	0	0	0	0	0	0	5	905	0	0	975	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.38	0.00
Crit Moves:							****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	225	40	295	5	15	5	25	580	340	205	990	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	1.00 1.00	1.00	1.00
Initial Bse:	225	40	295	5	15	5	25	580	340	205	990	5
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:	225	40	295	5	15	5	25	580	340	205	990	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	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
PHF Volume:	225	40	295	5	15	5	25	580	340	205	990	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	40	295	5	15	5	25	580	340	205	990	5
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
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	1.00
FinalVolume:	225	40	295	5	15	5	25	580	340	205	990	5
OvlAdjVol:			90						207			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600
Adjustment:	1.00 1.00	0.90	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	0.90 1.00	1.00	1.00
Lanes:	1.70 0.30	2.00	0.20	0.60	0.20	1.00	2.00	1.00	2.00	1.99	0.01	
Final Sat.:	2717	483	2880	320	960	320	1600	3200	1600	2880	3184	16
Capacity Analysis Module:												
Vol/Sat:	0.08 0.08	0.10	0.02	0.02	0.02	0.02	0.18	0.21	0.07	0.31	0.31	
OvlAdjV/S:			0.03						0.13			
Crit Moves:	****			****			****				****	

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Ferry St							Terminal Way					
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			Ovl			Ignore			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0	
Volume Module:													
Base Vol:	120	175	0	0	230	430	360	0	115	0	0	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:	120	175	0	0	230	430	360	0	115	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:	120	175	0	0	230	430	360	0	115	0	0	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Volume:	120	175	0	0	230	430	360	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	120	175	0	0	230	430	360	0	0	0	0	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	120	175	0	0	230	430	360	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.08	0.06	0.00	0.00	0.16	0.30	0.13	0.00	0.00	0.00	0.00	0.00	
Crit Volume:	120					430	0				0		
Crit Moves:	****					****	****						

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	1 1	0	2 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	141	380	50	28	293	525	720	4	306	10	4	15
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:	141	380	50	28	293	525	720	4	306	10	4	15
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:	141	380	50	28	293	525	720	4	306	10	4	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:	141	380	50	28	293	525	720	4	306	10	4	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	380	50	28	293	525	720	4	306	10	4	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	380	50	28	293	525	720	4	306	10	4	15
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	2.65	0.35	1.00	1.00	1.00	2.00	0.01	0.99	0.71	0.29	1.00
Final Sat.:	1375	3645	480	1375	1375	1375	2750	18	1357	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.21	0.38	0.26	0.23	0.23	0.01	0.01	0.01
Crit Volume:	141					525	360				14	
Crit Moves:	****					****	****				****	

Scenario Report

Scenario:	2020 Red Proj - No Space Assign MD
Command:	2020 Reduced Proj-No Space Assignment MD
Volume:	2020 Reduced Proj-No Space Assignment MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	630	0	0	325	510	0	0	0	5	210	210	1895
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	630	0	0	325	510	0	0	0	5	210	210	1895
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	330	5	0	630	280	0	0	0	0	1250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	330	5	0	630	280	0	0	0	0	1250
#3 Seaside Ave / Navy Way													
Base	415	0	1160	0	0	0	0	1490	890	0	1490	0	5445
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	415	0	1160	0	0	0	0	1490	890	0	1490	0	5445
#4 Ferry St / SR 47 Ramps													
Base	0	320	470	5	275	0	0	0	0	475	0	5	1550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	320	470	5	275	0	0	0	0	475	0	5	1550
#5 Anaheim St / Henry Ford Ave													
Base	255	190	85	155	255	105	130	985	250	80	1005	135	3630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	255	190	85	155	255	105	130	985	250	80	1005	135	3630
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	55	10	30	5	15	205	35	140	70	240	200	1005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	55	10	30	5	15	205	35	140	70	240	200	1005
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	100	0	115	225	960	0	0	880	170	2450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	100	0	115	225	960	0	0	880	170	2450
#9 Alameda St / PCH Ramp (O St)													
Base	0	840	215	0	755	0	0	0	0	125	0	275	2210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	840	215	0	755	0	0	0	0	125	0	275	2210
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	175	30	100	165	555	10	10	590	340	2025
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	175	30	100	165	555	10	10	590	340	2025

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	905	150	155	725	0	0	0	0	155	0	375	2465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	905	150	155	725	0	0	0	0	155	0	375	2465
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	740	0	0	910	0	1655
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	740	0	0	910	0	1655
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	520	5	215	0	25	10	20	680	335	180	455	10	2455
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	520	5	215	0	25	10	20	680	335	180	455	10	2455
#14 Ferry St / Terminal Way													
Base	60	250	0	0	245	505	535	0	210	0	0	0	1805
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	250	0	0	245	505	535	0	210	0	0	0	1805
#15 Navy Way / Reeves Ave													
Base	73	565	5	8	310	560	960	1	159	15	2	50	2708
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	73	565	5	8	310	560	960	1	159	15	2	50	2708
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.413	A	xxxxx	0.413	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.396	A	xxxxx	0.396	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.475	A	xxxxx	0.475	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000 V/C

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	5	630	0		0	325	510		0	0	0		5	210	210			
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:	5	630	0		0	325	510		0	0	0		5	210	210			
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:	5	630	0		0	325	510		0	0	0		5	210	210			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	5	630	0		0	325	510		0	0	0		5	210	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	5	630	0		0	325	510		0	0	0		5	210	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	5	630	0		0	325	510		0	0	0		5	210	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.20	0.00		0.00	0.10	0.18		0.00	0.00	0.00		0.00	0.07	0.00			
Crit Moves:		****				****									****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 1	0	0	2 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	5	0	330	5	0	630	280	0	0	0	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:	0	5	0	330	5	0	630	280	0	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:	0	5	0	330	5	0	630	280	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:	0	5	0	330	5	0	630	280	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	330	5	0	630	280	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
FinalVolume:	0	5	0	330	5	0	630	280	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.97	0.03	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3152	48	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.00	0.22	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	1 0	1!	0 0
Volume Module:												
Base Vol:	0	320	470	5	275	0	0	0	0	475	0	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:	0	320	470	5	275	0	0	0	0	475	0	5
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	320	470	5	275	0	0	0	0	475	0	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:	0	320	470	5	275	0	0	0	0	475	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	320	470	5	275	0	0	0	0	475	0	5
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
FinalVolume:	0	320	470	5	275	0	0	0	0	475	0	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:	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	0.22	0.33	0.00	0.10	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Volume:		320		5				0		240		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	255	190	85	155	255	105	130	985	250	80	1005	135
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:	255	190	85	155	255	105	130	985	250	80	1005	135
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:	255	190	85	155	255	105	130	985	250	80	1005	135
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:	255	190	85	155	255	105	130	985	0	80	1005	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	190	85	155	255	105	130	985	0	80	1005	135
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	255	190	85	155	255	105	130	985	0	80	1005	135
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:	1.72	1.28	1.00	1.00	2.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2450	1825	1425	1425	3028	1247	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.11	0.08	0.08	0.09	0.35	0.00	0.06	0.35	0.09
Crit Volume:	148			155			130				503	
Crit Moves:	****			****			****				****	

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	55	10	30	5	15	205	35	140	70	240	200
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	55	10	30	5	15	205	35	140	70	240	200
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	55	10	30	5	15	205	35	140	70	240	200
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:	0	55	0	30	5	15	205	35	140	70	240	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	55	0	30	5	15	205	35	140	70	240	200
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
FinalVolume:	0	55	0	30	5	15	205	35	140	70	240	200
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	2.00	1.00	2.00	1.00	1.00	1.00	0.20	0.80	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	275	1100	310	1065	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.15	0.13	0.13	0.23	0.23	0.15
Crit Volume:		28		15			205				310	
Crit Moves:		****		****			****				****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1	0 1 0	1 0	0 1	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95				25	
Crit Moves:		****		****			****				****	

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Alameda St									PCH (PCH Ramp)					
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			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0 0	0	0 0	1	0	0 0 1	1	0	2 0	0	0	2 1 0			
Volume Module:															
Base Vol:	0	0	0	100	0	115	225	960	0	0	880	170			
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	0	0	100	0	115	225	960	0	0	880	170			
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	0	0	100	0	115	225	960	0	0	880	170			
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	100	0	115	225	960	0	0	880	170			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	100	0	115	225	960	0	0	880	170			
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			
FinalVolume:	0	0	0	100	0	115	225	960	0	0	880	170			
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.51	0.49			
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3583	692			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.08	0.16	0.34	0.00	0.00	0.25	0.25			
Crit Volume:		0		100			225				350				
Crit Moves:				****			****				****				

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	840	215	0	755	0	0	0	0	125	0	275
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	840	215	0	755	0	0	0	0	125	0	275
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	840	215	0	755	0	0	0	0	125	0	275
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	840	215	0	755	0	0	0	0	125	0	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	840	215	0	755	0	0	0	0	125	0	275
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
FinalVolume:	0	840	215	0	755	0	0	0	0	125	0	275
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	2.39	0.61	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3404	871	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.18	0.00	0.00	0.00	0.00	0.09	0.00	0.19
Crit Volume:			352		0			0				275
Crit Moves:			****		****							****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1 0	0 1	1	0	2 0	1	0	1 0 1
Volume Module:												
Base Vol:	10	25	15	175	30	100	165	555	10	10	590	340
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:	10	25	15	175	30	100	165	555	10	10	590	340
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:	10	25	15	175	30	100	165	555	10	10	590	340
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:	10	25	15	175	30	100	165	555	10	10	590	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	175	30	100	165	555	10	10	590	340
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
FinalVolume:	10	25	15	175	30	100	165	555	10	10	590	340
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.71	0.29	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2732	468	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.06	0.06	0.10	0.17	0.01	0.01	0.37	0.21
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	905	150	155	725	0	0	0	0	155	0	375
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	905	150	155	725	0	0	0	0	155	0	375
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	905	150	155	725	0	0	0	0	155	0	375
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:	0	905	150	155	725	0	0	0	0	155	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	905	150	155	725	0	0	0	0	155	0	375
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	905	150	155	725	0	0	0	0	155	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.57	0.43	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4118	682	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.10	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.12
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Intermodal Way								Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	740	0	0	910	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
FinalVolume:	0	0	0	0	0	5	0	740	0	0	910	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.36	0.00
Crit Moves:					****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 0 1	0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	520	5	215	0	25	10	20	680	335	180	455	10
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:	520	5	215	0	25	10	20	680	335	180	455	10
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:	520	5	215	0	25	10	20	680	335	180	455	10
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:	520	5	215	0	25	10	20	680	335	180	455	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	5	215	0	25	10	20	680	335	180	455	10
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	
FinalVolume:	520	5	215	0	25	10	20	680	335	180	455	10
OvlAdjVol:			35						72			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.98 0.02	2.00		0.00 0.71	0.29		1.00 2.00	1.00		2.00 1.96	0.04	
Final Sat.:	3170	30	2880	0	1143	457	1600	3200	1600	2880	3131	69
Capacity Analysis Module:												
Vol/Sat:	0.16 0.16	0.07		0.00 0.02	0.02		0.01 0.21	0.21		0.06 0.15	0.15	
OvlAdjV/S:			0.01						0.05			
Crit Moves:	****			****			****			****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0	0 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	60	250	0	0	245	505	535	0	210	0	0	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:	60	250	0	0	245	505	535	0	210	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:	60	250	0	0	245	505	535	0	210	0	0	0
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Volume:	60	250	0	0	245	505	535	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	250	0	0	245	505	535	0	0	0	0	0
PCE Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
FinalVolume:	60	250	0	0	245	505	535	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	1.00		1.00 1.00	1.00		2.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	1425 2850	1425		1425 1425	1425		2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04 0.09	0.00		0.00 0.17	0.35		0.19 0.00	0.00		0.00 0.00	0.00	
Crit Volume:	60			245			267			0		
Crit Moves:	****			****			****					

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

Intersection #15 Navy Way / Reeves Ave

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: 142 Level Of Service: D

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	73	565	5		8	310	560		960	1	159		15	2	50	
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:	73	565	5		8	310	560		960	1	159		15	2	50	
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:	73	565	5		8	310	560		960	1	159		15	2	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:	73	565	5		8	310	560		960	1	159		15	2	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	565	5		8	310	560		960	1	159		15	2	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	
FinalVolume:	73	565	5		8	310	560		960	1	159		15	2	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:	1.00	2.97	0.03		1.00	1.00	1.00		2.00	0.01	0.99		0.88	0.12	1.00	
Final Sat.:	1375	4089	36		1375	1375	1375		2750	9	1366		1213	162	1375	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.14	0.14		0.01	0.23	0.41		0.35	0.12	0.12		0.01	0.01	0.04	
Crit Volume:	73						560		480						50	
Crit Moves:	****						****		****						****	

Scenario Report

Scenario:	2020 Red Proj - No Space Assign PM
Command:	2020 Reduced Proj-No Space Assignment PM
Volume:	2020 Reduced Proj-No Space Assignment PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	585	0	0	165	745	0	0	0	15	270	365	2155
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	585	0	0	165	745	0	0	0	15	270	365	2155
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	300	0	0	590	370	0	0	0	0	1270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	300	0	0	590	370	0	0	0	0	1270
#3 Seaside Ave / Navy Way													
Base	435	0	840	0	0	0	0	2550	710	0	2420	0	6955
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	435	0	840	0	0	0	0	2550	710	0	2420	0	6955
#4 Ferry St / SR 47 Ramps													
Base	0	365	260	5	425	0	0	0	0	115	0	5	1175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	365	260	5	425	0	0	0	0	115	0	5	1175
#5 Anaheim St / Henry Ford Ave													
Base	370	260	215	230	245	70	95	1260	260	90	1430	190	4715
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	370	260	215	230	245	70	95	1260	260	90	1430	190	4715
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	325	35	110	335	50	70	0	10	90	0	430	1465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	325	35	110	335	50	70	0	10	90	0	430	1465
#7 Alameda Street / Henry Ford Avenue													
Base	0	665	20	5	210	0	140	0	10	20	5	30	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	665	20	5	210	0	140	0	10	20	5	30	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	150	0	215	250	1420	0	0	1195	205	3435
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	150	0	215	250	1420	0	0	1195	205	3435
#9 Alameda St / PCH Ramp (O St)													
Base	0	1115	365	0	985	0	0	0	0	260	0	195	2920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1115	365	0	985	0	0	0	0	260	0	195	2920
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	200	20	135	220	940	0	0	690	420	2690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	200	20	135	220	940	0	0	690	420	2690

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1270	125	230	600	0	0	0	0	110	0	570	2905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1270	125	230	600	0	0	0	0	110	0	570	2905
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1160	0	0	1110	0	2270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1160	0	0	1110	0	2270
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	495	5	380	10	0	10	0	1165	290	180	700	0	3235
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	495	5	380	10	0	10	0	1165	290	180	700	0	3235
#14 Ferry St / Terminal Way													
Base	65	200	0	0	210	330	420	0	190	0	0	0	1415
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	200	0	0	210	330	420	0	190	0	0	0	1415
#15 Navy Way / Reeves Ave													
Base	28	470	0	16	214	480	735	0	5	0	2	75	2025
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	470	0	16	214	480	735	0	5	0	2	75	2025
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.302	A	xxxxx	0.302	+ 0.000
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.881	D	xxxxx	0.881	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.355	A	xxxxx	0.355	+ 0.000
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.838	D	xxxxx	0.838	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.763	C	xxxxx	0.763	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000
# 15 Navy Way / Reeves Ave	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	10	585	0		0	165	745		0	0	0		15	270	365			
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:	10	585	0		0	165	745		0	0	0		15	270	365			
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:	10	585	0		0	165	745		0	0	0		15	270	365			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	10	585	0		0	165	745		0	0	0		15	270	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	10	585	0		0	165	745		0	0	0		15	270	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	10	585	0		0	165	745		0	0	0		15	270	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.18	0.00		0.00	0.05	0.26		0.00	0.00	0.00		0.01	0.08	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	300	0	0	590	370	0	0	0	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:	0	5	5	300	0	0	590	370	0	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:	0	5	5	300	0	0	590	370	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:	0	5	5	300	0	0	590	370	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	300	0	0	590	370	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
FinalVolume:	0	5	5	300	0	0	590	370	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.20	0.12	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	365	260	5	425	0	0	0	0	115	0	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:	0	365	260	5	425	0	0	0	0	115	0	5
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	365	260	5	425	0	0	0	0	115	0	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:	0	365	260	5	425	0	0	0	0	115	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	365	260	5	425	0	0	0	0	115	0	5
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
FinalVolume:	0	365	260	5	425	0	0	0	0	115	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.92	0.00	0.08
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2731	0	119
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.18	0.00	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Volume:		365			5				0		60	
Crit Moves:		****			****						****	

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	370	260	215	230	245	70	95	1260	260	90	1430	190
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:	370	260	215	230	245	70	95	1260	260	90	1430	190
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:	370	260	215	230	245	70	95	1260	260	90	1430	190
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:	370	260	215	230	245	70	95	1260	0	90	1430	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	260	215	230	245	70	95	1260	0	90	1430	190
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	370	260	215	230	245	70	95	1260	0	90	1430	190
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:	1.76	1.24	1.00	1.00	2.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2511	1764	1425	1425	3325	950	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.16	0.07	0.07	0.07	0.44	0.00	0.06	0.50	0.13
Crit Volume:			215	230			95				715	
Crit Moves:			****	****			****				****	

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	325	35	110	335	50	70	0	10	90	0	430
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:	10	325	35	110	335	50	70	0	10	90	0	430
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:	10	325	35	110	335	50	70	0	10	90	0	430
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:	10	325	0	110	335	50	70	0	10	90	0	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	325	0	110	335	50	70	0	10	90	0	430
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
FinalVolume:	10	325	0	110	335	50	70	0	10	90	0	430
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2393	357	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.31
Crit Volume:		163		0			70					430
Crit Moves:		****		****			****					****

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	665	20	5	210	0	140	0	10	20	5	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:	0	665	20	5	210	0	140	0	10	20	5	30
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	665	20	5	210	0	140	0	10	20	5	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:	0	665	20	5	210	0	140	0	10	20	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	665	20	5	210	0	140	0	10	20	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	665	20	20	210	0	140	0	10	20	5	30
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	1.00	0.20	1.80	0.00	1.00	0.00	1.00	0.36	0.09	0.55
Final Sat.:	0	3000	1500	300	2700	0	1500	0	1500	545	136	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.01	0.02	0.08	0.00	0.09	0.00	0.01	0.04	0.04	0.04
Crit Volume:		333		5			140					55
Crit Moves:		****		****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

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: 58 Level Of Service: B

Street Name:	Alameda St									PCH (PCH Ramp)					
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			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1 0
Volume Module:															
Base Vol:	0	0	0	150	0	215	250	1420	0	0	0	1195	205		
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		
Initial Bse:	0	0	0	150	0	215	250	1420	0	0	0	1195	205		
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:	0	0	0	150	0	215	250	1420	0	0	0	1195	205		
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:	0	0	0	150	0	215	250	1420	0	0	0	1195	205		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	150	0	215	250	1420	0	0	0	1195	205		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	0	0	150	0	215	250	1420	0	0	0	1195	205		
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44			
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3649	626			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.18	0.50	0.00	0.00	0.33	0.33			
Crit Volume:		0		150			250					467			
Crit Moves:				****			****					****			

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

Intersection #9 Alameda St / PCH Ramp (O St)

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: 48 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1115	365	0	985	0	0	0	0	260	0	195
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	1115	365	0	985	0	0	0	0	260	0	195
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	1115	365	0	985	0	0	0	0	260	0	195
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	1115	365	0	985	0	0	0	0	260	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1115	365	0	985	0	0	0	0	260	0	195
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
FinalVolume:	0	1115	365	0	985	0	0	0	0	260	0	195
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	2.26	0.74	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3221	1054	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.00	0.23	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Crit Volume:			493	0				0		260		
Crit Moves:			****	****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1 0	0 1	1	0	2 0	1	0	1 0 1
Volume Module:												
Base Vol:	5	40	20	200	20	135	220	940	0	0	690	420
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:	5	40	20	200	20	135	220	940	0	0	690	420
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:	5	40	20	200	20	135	220	940	0	0	690	420
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:	5	40	20	200	20	135	220	940	0	0	690	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	200	20	135	220	940	0	0	690	420
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
FinalVolume:	5	40	20	200	20	135	220	940	0	0	690	420
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.82	0.18	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2909	291	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.14	0.29	0.00	0.00	0.43	0.26
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0 0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1270	125	230	600	0	0	0	0	110	0	570
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	1270	125	230	600	0	0	0	0	110	0	570
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	1270	125	230	600	0	0	0	0	110	0	570
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:	0	1270	125	230	600	0	0	0	0	110	0	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1270	125	230	600	0	0	0	0	110	0	570
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1270	125	230	600	0	0	0	0	110	0	570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.73	0.27	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4370	430	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.14	0.13	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Intermodal Way									Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Permitted			Prot+Permit			Prot+Permit					
Rights:	Include			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0 0	0	0 0	0	0	1! 0 0	1	0	2 0 0	0	0	2 0 1			
Volume Module:															
Base Vol:	0	0	0	0	0	0	0	1160	0	0	1110	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:	0	0	0	0	0	0	0	1160	0	0	1110	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:	0	0	0	0	0	0	0	1160	0	0	1110	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:	0	0	0	0	0	0	0	1160	0	0	1110	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	0	0	1160	0	0	1110	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			
FinalVolume:	0	0	0	0	0	0	0	1160	0	0	1110	0			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80			
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00			
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.43	0.00			
Crit Moves:								****		****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	495	5	380	10	0	10	0	1165	290	180	700	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:	495	5	380	10	0	10	0	1165	290	180	700	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:	495	5	380	10	0	10	0	1165	290	180	700	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:	495	5	380	10	0	10	0	1165	290	180	700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	5	380	10	0	10	0	1165	290	180	700	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
FinalVolume:	495	5	380	10	0	10	0	1165	290	180	700	0
OvlAdjVol:			200						40			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3168	32	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.01	0.00	0.01	0.00	0.36	0.18	0.06	0.22	0.00
OvlAdjV/S:			0.07						0.03			
Crit Moves:	****			****				****		****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	65	200	0	0	210	330	420	0	190	0	0	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:	65	200	0	0	210	330	420	0	190	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:	65	200	0	0	210	330	420	0	190	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	65	200	0	0	210	330	420	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	200	0	0	210	330	420	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	65	200	0	0	210	330	420	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.00	0.00	0.15	0.23	0.15	0.00	0.00	0.00	0.00	0.00
Crit Volume:	65				210		210				0	
Crit Moves:	****				****		****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	28	470	0		16	214	480		735	0	5		0	2	75	
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:	28	470	0		16	214	480		735	0	5		0	2	75	
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:	28	470	0		16	214	480		735	0	5		0	2	75	
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	470	0		16	214	480		735	0	5		0	2	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	470	0		16	214	480		735	0	5		0	2	75	
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	
FinalVolume:	28	470	0		16	214	480		735	0	5		0	2	75	
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	3.00	0.00		1.00	1.00	1.00		2.00	0.00	1.00		0.00	1.00	1.00	
Final Sat.:	1375	4125	0		1375	1375	1375		2750	0	1375		0	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.11	0.00		0.01	0.16	0.35		0.27	0.00	0.00		0.00	0.00	0.05	
Crit Volume:	28						480		368						75	
Crit Moves:	****						****		****						****	

APL
2025 Proposed Project/Alt 5
AM Peak Hour

Scenario Report

Scenario:	2025 Prop Proj AM
Command:	2025 Proposed Project AM Peak
Volume:	2025 Proposed Project AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	585	0	0	290	875	0	0	0	15	390	315	2475
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	585	0	0	290	875	0	0	0	15	390	315	2475
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	305	0	0	590	310	0	0	0	0	1205
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	305	0	0	590	310	0	0	0	0	1205
#3 Seaside Ave / Navy Way													
Base	380	0	1235	0	0	0	0	2275	1125	0	2385	0	7400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	380	0	1235	0	0	0	0	2275	1125	0	2385	0	7400
#4 Ferry St / SR 47 Ramps													
Base	0	405	580	25	450	0	0	0	0	660	0	5	2125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	405	580	25	450	0	0	0	0	660	0	5	2125
#5 Anaheim St / Henry Ford Ave													
Base	265	60	80	75	135	50	85	955	330	30	1210	85	3360
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	265	60	80	75	135	50	85	955	330	30	1210	85	3360
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	130	240	115	150	470	15	55	0	160	70	5	125	1535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	240	115	150	470	15	55	0	160	70	5	125	1535
#7 Alameda Street / Henry Ford Avenue													
Base	5	430	5	5	475	0	155	0	20	0	0	10	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	430	5	5	475	0	155	0	20	0	0	10	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	125	0	155	225	1030	0	0	925	140	2600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	155	225	1030	0	0	925	140	2600
#9 Alameda St / PCH Ramp (O St)													
Base	0	750	280	0	895	0	0	0	0	165	0	195	2285
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	750	280	0	895	0	0	0	0	165	0	195	2285

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	315	35	130	130	655	5	10	700	320	2335
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	315	35	130	130	655	5	10	700	320	2335
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	745	120	360	1120	0	0	0	0	95	0	375	2815
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	745	120	360	1120	0	0	0	0	95	0	375	2815
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	975	0	0	1020	0	2000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	975	0	0	1020	0	2000
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	260	40	275	5	15	10	30	600	360	185	1045	5	2830
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	260	40	275	5	15	10	30	600	360	185	1045	5	2830
#14 Ferry St / Terminal Way													
Base	195	200	0	0	245	860	770	0	120	0	0	0	2390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	195	200	0	0	245	860	770	0	120	0	0	0	2390
#15 Navy Way / Reeves Ave													
Base	136	780	60	28	548	555	815	4	251	10	4	15	3206
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	136	780	60	28	548	555	815	4	251	10	4	15	3206
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Proposed Project/Alt 5
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.275	A	xxxxx	0.275	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000 V/C
# 14 Ferry St / Terminal Way	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	585	0	0	290	875	0	0	0	15	390	315
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:	5	585	0	0	290	875	0	0	0	15	390	315
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:	5	585	0	0	290	875	0	0	0	15	390	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	585	0	0	290	875	0	0	0	15	390	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	585	0	0	290	875	0	0	0	15	390	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	585	0	0	290	875	0	0	0	15	390	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.09	0.30	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	305	0	0	590	310	0	0	0	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:	0	0	0	305	0	0	590	310	0	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:	0	0	0	305	0	0	590	310	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:	0	0	0	305	0	0	590	310	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	0	0	590	310	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
FinalVolume:	0	0	0	305	0	0	590	310	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.20	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	405	580	25	450	0	0	0	0	660	0	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:	0	405	580	25	450	0	0	0	0	660	0	5
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	405	580	25	450	0	0	0	0	660	0	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:	0	405	580	25	450	0	0	0	0	660	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	405	580	25	450	0	0	0	0	660	0	5
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
FinalVolume:	0	405	580	25	450	0	0	0	0	660	0	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:	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	2829	0	21
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.41	0.02	0.16	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Volume:		405		25					0	332		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	265	60	80	75	135	50	85	955	330	30	1210	85
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:	265	60	80	75	135	50	85	955	330	30	1210	85
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:	265	60	80	75	135	50	85	955	330	30	1210	85
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:	265	60	80	75	135	50	85	955	0	30	1210	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	60	80	75	135	50	85	955	0	30	1210	85
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	265	60	80	75	135	50	85	955	0	30	1210	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.19	0.81	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3120	1155	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.06	0.05	0.04	0.04	0.06	0.34	0.00	0.02	0.42	0.06
Crit Volume:	133			75			85			605		
Crit Moves:	****			****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	130	240	115	150	470	15	55	0	160	70	5	125
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:	130	240	115	150	470	15	55	0	160	70	5	125
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:	130	240	115	150	470	15	55	0	160	70	5	125
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:	130	240	0	150	470	15	55	0	160	70	5	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	240	0	150	470	15	55	0	160	70	5	125
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
FinalVolume:	130	240	0	150	470	15	55	0	160	70	5	125
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.93	0.07	1.00
Final Sat.:	1375	2750	1375	2750	2665	85	1375	0	1375	1283	92	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.05	0.18	0.18	0.04	0.00	0.12	0.05	0.05	0.09
Crit Volume:	130				243				160		75	
Crit Moves:	****				****				****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.275
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	5	430	5	5	475	0	155	0	20	0	0	10
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:	5	430	5	5	475	0	155	0	20	0	0	10
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:	5	430	5	5	475	0	155	0	20	0	0	10
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:	5	430	5	5	475	0	155	0	20	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	430	5	5	475	0	155	0	20	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	430	5	10	475	0	155	0	20	0	0	10
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:	0.05	1.95	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	70	2930	1500	63	2937	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.08	0.16	0.00	0.10	0.00	0.01	0.00	0.00	0.01
Crit Volume:	5				243		155					10
Crit Moves:	****				****		****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	125	0	155	225	1030	0	0	925	140
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	0	0	125	0	155	225	1030	0	0	925	140
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	0	0	125	0	155	225	1030	0	0	925	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	155	225	1030	0	0	925	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	155	225	1030	0	0	925	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	155	225	1030	0	0	925	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.61	0.39
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3713	562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.16	0.36	0.00	0.00	0.25	0.25
Crit Volume:			0			125		225				355
Crit Moves:				****			****					****

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	750	280	0	895	0	0	0	0	165	0	195
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	750	280	0	895	0	0	0	0	165	0	195
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	750	280	0	895	0	0	0	0	165	0	195
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	750	280	0	895	0	0	0	0	165	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	750	280	0	895	0	0	0	0	165	0	195
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
FinalVolume:	0	750	280	0	895	0	0	0	0	165	0	195
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	2.18	0.82	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3113	1162	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.21	0.00	0.00	0.00	0.00	0.12	0.00	0.14
Crit Volume:			343			0						195
Crit Moves:			****	****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	5	25	5	315	35	130	130	655	5	10	700	320
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:	5	25	5	315	35	130	130	655	5	10	700	320
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:	5	25	5	315	35	130	130	655	5	10	700	320
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:	5	25	5	315	35	130	130	655	5	10	700	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	315	35	130	130	655	5	10	700	320
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
FinalVolume:	5	25	5	315	35	130	130	655	5	10	700	320
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.80	0.20	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2880	320	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.11	0.11	0.08	0.08	0.20	0.00	0.01	0.44	0.20
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	745	120	360	1120	0	0	0	0	95	0	375
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	745	120	360	1120	0	0	0	0	95	0	375
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	745	120	360	1120	0	0	0	0	95	0	375
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:	0	745	120	360	1120	0	0	0	0	95	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	745	120	360	1120	0	0	0	0	95	0	375
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	745	120	360	1120	0	0	0	0	95	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.58	0.42	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4134	666	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.23	0.23	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	975	0	0	1020	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:	0	0	0	0	0	0	5	975	0	0	1020	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:	0	0	0	0	0	0	5	975	0	0	1020	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:	0	0	0	0	0	0	5	975	0	0	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	975	0	0	1020	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	
FinalVolume:	0	0	0	0	0	0	5	975	0	0	1020	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80	
Lanes:	0.00 0.00	0.00		0.00 1.00	0.00		1.00 2.00	0.00		0.00 2.00	1.00	
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.00 0.00	0.00		0.00 0.38	0.00		0.00 0.40	0.00	
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	260	40	275	5	15	10	30	600	360	185	1045	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:	260	40	275	5	15	10	30	600	360	185	1045	5
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:	260	40	275	5	15	10	30	600	360	185	1045	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:	260	40	275	5	15	10	30	600	360	185	1045	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	40	275	5	15	10	30	600	360	185	1045	5
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	
FinalVolume:	260	40	275	5	15	10	30	600	360	185	1045	5
OvlAdjVol:			90						210			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.73 0.27	2.00		0.17 0.50	0.33		1.00 2.00	1.00		2.00 1.99	0.01	
Final Sat.:	2773 427	2880		267 800	533		1600 3200	1600		2880 3185	15	
Capacity Analysis Module:												
Vol/Sat:	0.09 0.09	0.10		0.02 0.02	0.02		0.02 0.19	0.23		0.06 0.33	0.33	
OvlAdjV/S:		0.03						0.13				
Crit Moves:	****				****		****				****	

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AM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	195	200	0	0	245	860	770	0	120	0	0	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:	195	200	0	0	245	860	770	0	120	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:	195	200	0	0	245	860	770	0	120	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	195	200	0	0	245	860	770	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	200	0	0	245	860	770	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	195	200	0	0	245	860	770	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.00	0.00	0.17	0.60	0.27	0.00	0.00	0.00	0.00	0.00
Crit Volume:	195					860	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

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

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	136	780	60	28	548	555	815	4	251	10	4	15
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:	136	780	60	28	548	555	815	4	251	10	4	15
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:	136	780	60	28	548	555	815	4	251	10	4	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:	136	780	60	28	548	555	815	4	251	10	4	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	780	60	28	548	555	815	4	251	10	4	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	780	60	28	548	555	815	4	251	10	4	15
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	2.79	0.21	1.00	1.00	1.00	2.00	0.02	0.98	0.71	0.29	1.00
Final Sat.:	1375	3830	295	1375	1375	1375	2750	22	1353	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.02	0.40	0.40	0.30	0.19	0.19	0.01	0.01	0.01
Crit Volume:	136					555	408				14	
Crit Moves:	****					****	****				****	

APL
2025 Proposed Project/Alt 5
MD Peak Hour

Scenario Report

Scenario:	2025 Prop Proj MD
Command:	2025 Proposed Project MD Peak
Volume:	2025 Proposed Project MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2025 Proposed Project/Alt 5
MD Peak Hour

Turning Movement Report
None

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	655	0	0	420	640	0	0	0	10	200	310	2240
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	655	0	0	420	640	0	0	0	10	200	310	2240
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	430	5	0	655	295	0	0	0	0	1390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	430	5	0	655	295	0	0	0	0	1390
#3 Seaside Ave / Navy Way													
Base	670	0	1485	0	0	0	0	1805	1225	0	1715	0	6900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	670	0	1485	0	0	0	0	1805	1225	0	1715	0	6900
#4 Ferry St / SR 47 Ramps													
Base	0	505	785	5	340	0	0	0	0	935	0	5	2575
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	505	785	5	340	0	0	0	0	935	0	5	2575
#5 Anaheim St / Henry Ford Ave													
Base	255	185	90	165	250	105	125	1050	245	85	1070	145	3770
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	255	185	90	165	250	105	125	1050	245	85	1070	145	3770
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	50	10	30	5	15	195	35	140	75	240	210	1005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	50	10	30	5	15	195	35	140	75	240	210	1005
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	110	0	125	245	965	0	0	870	180	2495
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	110	0	125	245	965	0	0	870	180	2495
#9 Alameda St / PCH Ramp (O St)													
Base	0	1090	235	0	1000	0	0	0	0	135	0	280	2740
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1090	235	0	1000	0	0	0	0	135	0	280	2740

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	230	30	90	150	580	10	10	590	445	2185
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	230	30	90	150	580	10	10	590	445	2185
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1085	205	145	850	0	0	0	0	225	0	390	2900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1085	205	145	850	0	0	0	0	225	0	390	2900
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	820	0	0	1020	0	1845
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	820	0	0	1020	0	1845
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	625	5	125	0	20	10	20	665	385	140	630	10	2635
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	625	5	125	0	20	10	20	665	385	140	630	10	2635
#14 Ferry St / Terminal Way													
Base	220	265	0	0	260	1020	1025	0	220	0	0	0	3010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	265	0	0	260	1020	1025	0	220	0	0	0	3010
#15 Navy Way / Reeves Ave													
Base	78	1054	5	19	616	590	1050	1	134	15	2	51	3615
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	1054	5	19	616	590	1050	1	134	15	2	51	3615
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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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
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
# 14 Ferry St / Terminal Way	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	E	xxxxx	0.900	E	xxxxx	0.900	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	655	0	0	420	640	0	0	0	10	200	310
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:	5	655	0	0	420	640	0	0	0	10	200	310
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:	5	655	0	0	420	640	0	0	0	10	200	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	655	0	0	420	640	0	0	0	10	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	655	0	0	420	640	0	0	0	10	200	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	655	0	0	420	640	0	0	0	10	200	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.13	0.22	0.00	0.00	0.00	0.01	0.06	0.00
Crit Moves:	****					****					****	

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	430	5	0	655	295	0	0	0	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:	0	5	0	430	5	0	655	295	0	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:	0	5	0	430	5	0	655	295	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:	0	5	0	430	5	0	655	295	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	430	5	0	655	295	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
FinalVolume:	0	5	0	430	5	0	655	295	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3163	37	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.23	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Protected				Protected					
Rights:	Ovl				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	505	785		5	340	0		0	0	0		935	0	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:	0	505	785		5	340	0		0	0	0		935	0	5					
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	505	785		5	340	0		0	0	0		935	0	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:	0	505	785		5	340	0		0	0	0		935	0	5					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	0	505	785		5	340	0		0	0	0		935	0	5					
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					
FinalVolume:	0	505	785		5	340	0		0	0	0		935	0	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:	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	0.35	0.55		0.00	0.12	0.00		0.00	0.00	0.00		0.33	0.00	0.33					
Crit Volume:		505				5					0		470							
Crit Moves:		****				****							****							

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Henry Ford Ave								Anaheim St									
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	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:	255	185	90		165	250	105		125	1050	245		85	1070	145					
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:	255	185	90		165	250	105		125	1050	245		85	1070	145					
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:	255	185	90		165	250	105		125	1050	245		85	1070	145					
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:	255	185	90		165	250	105		125	1050	0		85	1070	145					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	255	185	90		165	250	105		125	1050	0		85	1070	145					
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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00					
FinalVolume:	255	185	90		165	250	105		125	1050	0		85	1070	145					
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	2.11	0.89		1.00	2.00	1.00		1.00	2.00	1.00					
Final Sat.:	2478	1797	1425		1425	3011	1264		1425	2850	1425		1425	2850	1425					
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.10	0.06		0.12	0.08	0.08		0.09	0.37	0.00		0.06	0.38	0.10					
Crit Volume:		147				165				125				535						
Crit Moves:		****				****				****				****						

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	50	10	30	5	15	195	35	140	75	240	210
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	50	10	30	5	15	195	35	140	75	240	210
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	50	10	30	5	15	195	35	140	75	240	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	50	0	30	5	15	195	35	140	75	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	0	30	5	15	195	35	140	75	240	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	50	0	30	5	15	195	35	140	75	240	210
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	2.00	1.00	2.00	1.00	1.00	1.00	0.20	0.80	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	275	1100	327	1048	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.14	0.13	0.13	0.23	0.23	0.15
Crit Volume:		25		15			195			315		
Crit Moves:		****		****			****			****		

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95			25		
Crit Moves:		****		****			****			****		

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	110	0	125	245	965	0	0	870	180
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	0	0	110	0	125	245	965	0	0	870	180
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	0	0	110	0	125	245	965	0	0	870	180
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	110	0	125	245	965	0	0	870	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	125	245	965	0	0	870	180
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
FinalVolume:	0	0	0	110	0	125	245	965	0	0	870	180
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.49	0.51
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3542	733
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.17	0.34	0.00	0.00	0.25	0.25
Crit Volume:		0		110			245					350
Crit Moves:				****			****					****

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1090	235	0	1000	0	0	0	0	135	0	280
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	1090	235	0	1000	0	0	0	0	135	0	280
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	1090	235	0	1000	0	0	0	0	135	0	280
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	1090	235	0	1000	0	0	0	0	135	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1090	235	0	1000	0	0	0	0	135	0	280
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
FinalVolume:	0	1090	235	0	1000	0	0	0	0	135	0	280
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3517	758	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.23	0.00	0.00	0.00	0.00	0.09	0.00	0.20
Crit Volume:		442			0			0				280
Crit Moves:		****			****							****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	1	1 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	10	25	15	230	30	90	150	580	10	10	590	445
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:	10	25	15	230	30	90	150	580	10	10	590	445
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:	10	25	15	230	30	90	150	580	10	10	590	445
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:	10	25	15	230	30	90	150	580	10	10	590	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	230	30	90	150	580	10	10	590	445
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
FinalVolume:	10	25	15	230	30	90	150	580	10	10	590	445
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.77	0.23	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2831	369	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.08	0.08	0.06	0.09	0.18	0.01	0.01	0.37	0.28
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1085	205	145	850	0	0	0	0	225	0	390
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	1085	205	145	850	0	0	0	0	225	0	390
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	1085	205	145	850	0	0	0	0	225	0	390
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:	0	1085	205	145	850	0	0	0	0	225	0	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1085	205	145	850	0	0	0	0	225	0	390
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1085	205	145	850	0	0	0	0	225	0	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.52	0.48	1.00	3.00	0.00	0.00	0.00	0.00	1.10	0.00	1.90
Final Sat.:	0	4037	763	1600	4800	0	0	0	0	1756	0	3044
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.09	0.18	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	820	0	0	1020	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
FinalVolume:	0	0	0	0	0	5	0	820	0	0	1020	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.40	0.00
Crit Moves:				****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	0	1 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	625	5	125	0	20	10	20	665	385	140	630	10
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:	625	5	125	0	20	10	20	665	385	140	630	10
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:	625	5	125	0	20	10	20	665	385	140	630	10
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:	625	5	125	0	20	10	20	665	385	140	630	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	625	5	125	0	20	10	20	665	385	140	630	10
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
FinalVolume:	625	5	125	0	20	10	20	665	385	140	630	10
OvlAdjVol:			0						70			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.67	0.33	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	3175	25	2880	0	1067	533	1600	3200	1600	2880	3150	50
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.04	0.00	0.02	0.02	0.01	0.21	0.24	0.05	0.20	0.20
OvlAdjV/S:			0.00						0.04			
Crit Moves:	****					****		****		****		

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

Intersection #14 Ferry St / Terminal Way

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: 176 Level Of Service: D

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0 0
Volume Module:												
Base Vol:	220	265	0	0	260	1020	1025	0	220	0	0	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:	220	265	0	0	260	1020	1025	0	220	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:	220	265	0	0	260	1020	1025	0	220	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	220	265	0	0	260	1020	1025	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	265	0	0	260	1020	1025	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	220	265	0	0	260	1020	1025	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.09	0.00	0.00	0.18	0.72	0.36	0.00	0.00	0.00	0.00	0.00
Crit Volume:	220					1020	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	78	1054	5	19	616	590	1050	1	134	15	2	51
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:	78	1054	5	19	616	590	1050	1	134	15	2	51
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:	78	1054	5	19	616	590	1050	1	134	15	2	51
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:	78	1054	5	19	616	590	1050	1	134	15	2	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1054	5	19	616	590	1050	1	134	15	2	51
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
FinalVolume:	78	1054	5	19	616	590	1050	1	134	15	2	51
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	2.99	0.01	1.00	1.02	0.98	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4106	19	1375	1405	1345	2750	10	1365	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.01	0.44	0.44	0.38	0.10	0.10	0.01	0.01	0.04
Crit Volume:	78					603	525					51
Crit Moves:	****					****	****					****

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Scenario Report

Scenario:	2025 Prop Proj PM
Command:	2025 Proposed Project PM Peak
Volume:	2025 Proposed Project PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	595	0	0	155	745	0	0	0	15	270	335	2125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	595	0	0	155	745	0	0	0	15	270	335	2125
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	295	0	0	600	365	0	0	0	0	1270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	295	0	0	600	365	0	0	0	0	1270
#3 Seaside Ave / Navy Way													
Base	660	0	1250	0	0	0	0	2580	955	0	2445	0	7890
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	660	0	1250	0	0	0	0	2580	955	0	2445	0	7890
#4 Ferry St / SR 47 Ramps													
Base	0	650	510	5	430	0	0	0	0	470	0	5	2070
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	650	510	5	430	0	0	0	0	470	0	5	2070
#5 Anaheim St / Henry Ford Ave													
Base	350	250	200	225	220	70	100	1285	240	80	1455	195	4670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	350	250	200	225	220	70	100	1285	240	80	1455	195	4670
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	305	35	105	335	50	70	0	15	95	0	395	1415
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	305	35	105	335	50	70	0	15	95	0	395	1415
#7 Alameda Street / Henry Ford Avenue													
Base	0	635	20	10	200	0	135	0	5	20	5	35	1065
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	635	20	10	200	0	135	0	5	20	5	35	1065
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	150	0	220	260	1420	0	0	1200	205	3455
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	150	0	220	260	1420	0	0	1200	205	3455
#9 Alameda St / PCH Ramp (O St)													
Base	0	1100	370	0	1010	0	0	0	0	250	0	205	2935
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1100	370	0	1010	0	0	0	0	250	0	205	2935

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	195	20	130	215	960	0	5	715	420	2725
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	195	20	130	215	960	0	5	715	420	2725
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1270	120	225	620	0	0	0	0	105	0	565	2905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1270	120	225	620	0	0	0	0	105	0	565	2905
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1175	0	0	1135	0	2310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1175	0	0	1135	0	2310
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	515	5	360	10	0	10	0	1185	290	170	725	0	3270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	515	5	360	10	0	10	0	1185	290	170	725	0	3270
#14 Ferry St / Terminal Way													
Base	20	210	0	0	225	675	945	0	235	0	0	0	2310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	210	0	0	225	675	945	0	235	0	0	0	2310
#15 Navy Way / Reeves Ave													
Base	28	1045	0	16	429	515	790	0	5	0	2	75	2905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	1045	0	16	429	515	790	0	5	0	2	75	2905
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.348	A	xxxxx	0.348	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.519	A	xxxxx	0.519	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C

APL
2025 Proposed Project/Alt 5
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	595	0	0	155	745	0	0	0	15	270	335
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:	10	595	0	0	155	745	0	0	0	15	270	335
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:	10	595	0	0	155	745	0	0	0	15	270	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	595	0	0	155	745	0	0	0	15	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	595	0	0	155	745	0	0	0	15	270	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	595	0	0	155	745	0	0	0	15	270	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.00	0.05	0.26	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

APL
2025 Proposed Project/Alt 5
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	295	0	0	600	365	0	0	0	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:	0	5	5	295	0	0	600	365	0	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:	0	5	5	295	0	0	600	365	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:	0	5	5	295	0	0	600	365	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	295	0	0	600	365	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
FinalVolume:	0	5	5	295	0	0	600	365	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.21	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	650	510	5	430	0	0	0	0	470	0	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:	0	650	510	5	430	0	0	0	0	470	0	5
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	650	510	5	430	0	0	0	0	470	0	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:	0	650	510	5	430	0	0	0	0	470	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	650	510	5	430	0	0	0	0	470	0	5
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
FinalVolume:	0	650	510	5	430	0	0	0	0	470	0	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:	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	0.46	0.36	0.00	0.15	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Volume:		650			5			0		238		
Crit Moves:		****			****					****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	Level Of Service:	D

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	350	250	200	225	220	70	100	1285	240	80	1455	195
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:	350	250	200	225	220	70	100	1285	240	80	1455	195
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:	350	250	200	225	220	70	100	1285	240	80	1455	195
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:	350	250	200	225	220	70	100	1285	0	80	1455	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	250	200	225	220	70	100	1285	0	80	1455	195
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	350	250	200	225	220	70	100	1285	0	80	1455	195
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:	1.75	1.25	1.00	1.00	2.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2494	1781	1425	1425	3243	1032	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.16	0.07	0.07	0.07	0.45	0.00	0.06	0.51	0.14
Crit Volume:		200			225			100			728	
Crit Moves:		****			****			****			****	

APL
2025 Proposed Project/Alt 5
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	305	35	105	335	50	70	0	15	95	0	395
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:	10	305	35	105	335	50	70	0	15	95	0	395
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:	10	305	35	105	335	50	70	0	15	95	0	395
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:	10	305	0	105	335	50	70	0	15	95	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	305	0	105	335	50	70	0	15	95	0	395
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
FinalVolume:	10	305	0	105	335	50	70	0	15	95	0	395
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2393	357	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.29
Crit Volume:	10				193		70					395
Crit Moves:	****				****		****					****

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	635	20	10	200	0	135	0	5	20	5	35
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	635	20	10	200	0	135	0	5	20	5	35
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	635	20	10	200	0	135	0	5	20	5	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	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	635	20	10	200	0	135	0	5	20	5	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	20	10	200	0	135	0	5	20	5	35
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	635	20	40	200	0	135	0	5	20	5	35
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	1.00	0.44	1.56	0.00	1.00	0.00	1.00	0.33	0.08	0.59
Final Sat.:	0	3000	1500	667	2333	0	1500	0	1500	500	125	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.01	0.01	0.09	0.00	0.09	0.00	0.00	0.04	0.04	0.04
Crit Volume:		318			10		135				60	
Crit Moves:		****			****		****				****	

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	150	0	220	260	1420	0	0	1200	205
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	0	0	150	0	220	260	1420	0	0	1200	205
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	0	0	150	0	220	260	1420	0	0	1200	205
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	150	0	220	260	1420	0	0	1200	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	220	260	1420	0	0	1200	205
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
FinalVolume:	0	0	0	150	0	220	260	1420	0	0	1200	205
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3651	624
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.18	0.50	0.00	0.00	0.33	0.33
Crit Volume:		0		150			260				468	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	1100	370	0	1010	0	0	0	0	250	0	205
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	1100	370	0	1010	0	0	0	0	250	0	205
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	1100	370	0	1010	0	0	0	0	250	0	205
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	1100	370	0	1010	0	0	0	0	250	0	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1100	370	0	1010	0	0	0	0	250	0	205
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
FinalVolume:	0	1100	370	0	1010	0	0	0	0	250	0	205
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	2.24	0.76	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3199	1076	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.00	0.24	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Crit Volume:		490			0				0	250		
Crit Moves:		****			****					****		

APL
2025 Proposed Project/Alt 5
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	5	40	20	195	20	130	215	960	0	5	715	420
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:	5	40	20	195	20	130	215	960	0	5	715	420
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:	5	40	20	195	20	130	215	960	0	5	715	420
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:	5	40	20	195	20	130	215	960	0	5	715	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	195	20	130	215	960	0	5	715	420
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
FinalVolume:	5	40	20	195	20	130	215	960	0	5	715	420
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2902	298	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.13	0.30	0.00	0.00	0.45	0.26
Crit Moves:		****		****			****				****	

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1270	120	225	620	0	0	0	0	105	0	565
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	1270	120	225	620	0	0	0	0	105	0	565
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	1270	120	225	620	0	0	0	0	105	0	565
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:	0	1270	120	225	620	0	0	0	0	105	0	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1270	120	225	620	0	0	0	0	105	0	565
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1270	120	225	620	0	0	0	0	105	0	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.74	0.26	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4386	414	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.14	0.13	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Moves:		****		****								****

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1! 0	1	0	2 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1175	0	0	1135	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:	0	0	0	0	0	0	0	1175	0	0	1135	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:	0	0	0	0	0	0	0	1175	0	0	1135	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:	0	0	0	0	0	0	0	1175	0	0	1135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1175	0	0	1135	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
FinalVolume:	0	0	0	0	0	0	0	1175	0	0	1135	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.44	0.00
Crit Moves:								****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0 0 2	0	0	1! 0 0	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	515	5	360	10	0	10	0	1185	290	170	725	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:	515	5	360	10	0	10	0	1185	290	170	725	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:	515	5	360	10	0	10	0	1185	290	170	725	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:	515	5	360	10	0	10	0	1185	290	170	725	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	5	360	10	0	10	0	1185	290	170	725	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
FinalVolume:	515	5	360	10	0	10	0	1185	290	170	725	0
OvlAdjVol:			190						30			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3169	31	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.01	0.00	0.01	0.00	0.37	0.18	0.06	0.23	0.00
OvlAdjV/S:			0.07						0.02			
Crit Moves:	****			****				****		****		

APL
2025 Proposed Project/Alt 5
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	20	210	0	0	225	675	945	0	235	0	0	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:	20	210	0	0	225	675	945	0	235	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:	20	210	0	0	225	675	945	0	235	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	20	210	0	0	225	675	945	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	210	0	0	225	675	945	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	20	210	0	0	225	675	945	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.00	0.00	0.16	0.47	0.33	0.00	0.00	0.00	0.00	0.00
Crit Volume:	20				225		472				0	
Crit Moves:	****				****		****					

APL
2025 Proposed Project/Alt 5
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	28	1045	0	16	429	515	790	0	5	0	2	75
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:	28	1045	0	16	429	515	790	0	5	0	2	75
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:	28	1045	0	16	429	515	790	0	5	0	2	75
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	1045	0	16	429	515	790	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1045	0	16	429	515	790	0	5	0	2	75
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
FinalVolume:	28	1045	0	16	429	515	790	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.00	0.01	0.31	0.37	0.29	0.00	0.00	0.00	0.00	0.05
Crit Volume:	28					515	395					75
Crit Moves:	****					****	****					****

Scenario Report

Scenario:	2025 Red Proj - No Space Assign AM
Command:	2025 Reduced Proj-No Space Assignment AM
Volume:	2025 Reduced Proj-No Space Assignment AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	585	0	0	290	875	0	0	0	15	390	315	2475
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	585	0	0	290	875	0	0	0	15	390	315	2475
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	305	0	0	590	310	0	0	0	0	1205
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	305	0	0	590	310	0	0	0	0	1205
#3 Seaside Ave / Navy Way													
Base	375	0	1230	0	0	0	0	2275	1125	0	2385	0	7390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	375	0	1230	0	0	0	0	2275	1125	0	2385	0	7390
#4 Ferry St / SR 47 Ramps													
Base	0	400	580	25	450	0	0	0	0	665	0	5	2125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	400	580	25	450	0	0	0	0	665	0	5	2125
#5 Anaheim St / Henry Ford Ave													
Base	265	60	80	75	135	50	85	955	335	30	1210	85	3365
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	265	60	80	75	135	50	85	955	335	30	1210	85	3365
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	130	240	115	150	475	15	55	0	160	70	5	125	1540
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	240	115	150	475	15	55	0	160	70	5	125	1540
#7 Alameda Street / Henry Ford Avenue													
Base	5	430	5	5	475	0	155	0	20	0	0	10	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	430	5	5	475	0	155	0	20	0	0	10	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	125	0	155	225	1030	0	0	925	140	2600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	155	225	1030	0	0	925	140	2600
#9 Alameda St / PCH Ramp (O St)													
Base	0	750	280	0	895	0	0	0	0	170	0	195	2290
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	750	280	0	895	0	0	0	0	170	0	195	2290
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	315	35	130	130	655	5	10	700	320	2335
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	315	35	130	130	655	5	10	700	320	2335

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	745	120	360	1120	0	0	0	0	95	0	375	2815
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	745	120	360	1120	0	0	0	0	95	0	375	2815
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	975	0	0	1020	0	2000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	975	0	0	1020	0	2000
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	260	40	275	5	15	10	30	600	360	185	1045	5	2830
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	260	40	275	5	15	10	30	600	360	185	1045	5	2830
#14 Ferry St / Terminal Way													
Base	195	195	0	0	250	860	770	0	120	0	0	0	2390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	195	195	0	0	250	860	770	0	120	0	0	0	2390
#15 Navy Way / Reeves Ave													
Base	136	780	60	28	548	555	810	4	251	10	4	15	3201
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	136	780	60	28	548	555	810	4	251	10	4	15	3201
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.275	A	xxxxx	0.275	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000
# 14 Ferry St / Terminal Way	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000
# 15 Navy Way / Reeves Ave	D	xxxxx	0.807	D	xxxxx	0.807	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	5	585	0		0	290	875		0	0	0		15	390	315			
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:	5	585	0		0	290	875		0	0	0		15	390	315			
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:	5	585	0		0	290	875		0	0	0		15	390	315			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	5	585	0		0	290	875		0	0	0		15	390	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	5	585	0		0	290	875		0	0	0		15	390	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	5	585	0		0	290	875		0	0	0		15	390	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.18	0.00		0.00	0.09	0.30		0.00	0.00	0.00		0.01	0.12	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	305	0	0	590	310	0	0	0	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:	0	0	0	305	0	0	590	310	0	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:	0	0	0	305	0	0	590	310	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:	0	0	0	305	0	0	590	310	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	0	0	590	310	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
FinalVolume:	0	0	0	305	0	0	590	310	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.20	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	400	580	25	450	0	0	0	0	665	0	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:	0	400	580	25	450	0	0	0	0	665	0	5
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	400	580	25	450	0	0	0	0	665	0	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:	0	400	580	25	450	0	0	0	0	665	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	400	580	25	450	0	0	0	0	665	0	5
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
FinalVolume:	0	400	580	25	450	0	0	0	0	665	0	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:	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	2829	0	21
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.41	0.02	0.16	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Volume:		400		25					0	335		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	265	60	80	75	135	50	85	955	335	30	1210	85
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:	265	60	80	75	135	50	85	955	335	30	1210	85
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:	265	60	80	75	135	50	85	955	335	30	1210	85
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:	265	60	80	75	135	50	85	955	0	30	1210	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	60	80	75	135	50	85	955	0	30	1210	85
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	265	60	80	75	135	50	85	955	0	30	1210	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.19	0.81	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3120	1155	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.06	0.05	0.04	0.04	0.06	0.34	0.00	0.02	0.42	0.06
Crit Volume:	133			75			85				605	
Crit Moves:	****			****			****				****	

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	130	240	115	150	475	15	55	0	160	70	5	125
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:	130	240	115	150	475	15	55	0	160	70	5	125
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:	130	240	115	150	475	15	55	0	160	70	5	125
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:	130	240	0	150	475	15	55	0	160	70	5	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	240	0	150	475	15	55	0	160	70	5	125
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
FinalVolume:	130	240	0	150	475	15	55	0	160	70	5	125
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.93	0.07	1.00
Final Sat.:	1375	2750	1375	2750	2666	84	1375	0	1375	1283	92	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.05	0.18	0.18	0.04	0.00	0.12	0.05	0.05	0.09
Crit Volume:	130					245			160		75	
Crit Moves:	****					****			****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.275
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1	0 1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	5	430	5	5	475	0	155	0	20	0	0	10
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:	5	430	5	5	475	0	155	0	20	0	0	10
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:	5	430	5	5	475	0	155	0	20	0	0	10
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:	5	430	5	5	475	0	155	0	20	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	430	5	5	475	0	155	0	20	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	430	5	10	475	0	155	0	20	0	0	10
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:	0.05	1.95	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	70	2930	1500	63	2937	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.08	0.16	0.00	0.10	0.00	0.01	0.00	0.00	0.01
Crit Volume:	5			243			155					10
Crit Moves:	****			****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0 0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	125	0	155	225	1030	0	0	925	140
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	0	0	125	0	155	225	1030	0	0	925	140
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	0	0	125	0	155	225	1030	0	0	925	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	155	225	1030	0	0	925	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	155	225	1030	0	0	925	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	155	225	1030	0	0	925	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.61	0.39
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3713	562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.16	0.36	0.00	0.00	0.25	0.25
Crit Volume:	0			125			225					355
Crit Moves:				****			****					****

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	750	280	0	895	0	0	0	0	170	0	195
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	750	280	0	895	0	0	0	0	170	0	195
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	750	280	0	895	0	0	0	0	170	0	195
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	750	280	0	895	0	0	0	0	170	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	750	280	0	895	0	0	0	0	170	0	195
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
FinalVolume:	0	750	280	0	895	0	0	0	0	170	0	195
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	2.18	0.82	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3113	1162	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.21	0.00	0.00	0.00	0.00	0.12	0.00	0.14
Crit Volume:			343			0			0			195
Crit Moves:			****		****							****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1 0	0 1	1	0	2 0	1	0	1 0 1
Volume Module:												
Base Vol:	5	25	5	315	35	130	130	655	5	10	700	320
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:	5	25	5	315	35	130	130	655	5	10	700	320
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:	5	25	5	315	35	130	130	655	5	10	700	320
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:	5	25	5	315	35	130	130	655	5	10	700	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	315	35	130	130	655	5	10	700	320
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
FinalVolume:	5	25	5	315	35	130	130	655	5	10	700	320
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.80	0.20	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2880	320	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.11	0.11	0.08	0.08	0.20	0.00	0.01	0.44	0.20
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp				(Alameda Ramp			
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1 0	1	0	3	0 0	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	0	745	120		360	1120		0	0	0	0		95	0	375	
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	745	120		360	1120		0	0	0	0		95	0	375	
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	745	120		360	1120		0	0	0	0		95	0	375	
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:	0	745	120		360	1120		0	0	0	0		95	0	375	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	0	745	120		360	1120		0	0	0	0		95	0	375	
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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	0	745	120		360	1120		0	0	0	0		95	0	375	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	2.58	0.42		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	2.00	
Final Sat.:	0	4134	666		1600	4800		0	0	0	0		1600	0	3200	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.18		0.23	0.23	0.00		0.00	0.00	0.00		0.06	0.00	0.12	
Crit Moves:		****				****									****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Intermodal Way								Sepulveda Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Permitted				Prot+Permit				Prot+Permit			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		0	0	0		5	975	0		0	1020	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:	0	0	0		0	0	0		5	975	0		0	1020	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:	0	0	0		0	0	0		5	975	0		0	1020	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:	0	0	0		0	0	0		5	975	0		0	1020	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		5	975	0		0	1020	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	
FinalVolume:	0	0	0		0	0	0		5	975	0		0	1020	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	0.80	0.80	0.80		0.80	0.80	0.80		0.80	0.80	0.80		0.80	0.80	0.80	
Lanes:	0.00	0.00	0.00		0.00	1.00	0.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		0	1280	0		1280	2560	0		0	2560	1280	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.00		0.00	0.40	0.00	
Crit Moves:									****					****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	260	40	275	5	15	10	30	600	360	185	1045	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:	260	40	275	5	15	10	30	600	360	185	1045	5
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:	260	40	275	5	15	10	30	600	360	185	1045	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:	260	40	275	5	15	10	30	600	360	185	1045	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	40	275	5	15	10	30	600	360	185	1045	5
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
FinalVolume:	260	40	275	5	15	10	30	600	360	185	1045	5
OvlAdjVol:			90						210			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.73	0.27	2.00	0.17	0.50	0.33	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2773	427	2880	267	800	533	1600	3200	1600	2880	3185	15
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.10	0.02	0.02	0.02	0.02	0.19	0.23	0.06	0.33	0.33
OvlAdjV/S:			0.03						0.13			
Crit Moves:	****					****	****				****	

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Ferry St							Terminal Way				
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	195	195	0	0	250	860	770	0	120	0	0	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:	195	195	0	0	250	860	770	0	120	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:	195	195	0	0	250	860	770	0	120	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	195	195	0	0	250	860	770	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	195	0	0	250	860	770	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	195	195	0	0	250	860	770	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.00	0.00	0.18	0.60	0.27	0.00	0.00	0.00	0.00	0.00
Crit Volume:	195					860	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	D

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	136	780	60		28	548	555		810	4	251		10	4	15	
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:	136	780	60		28	548	555		810	4	251		10	4	15	
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:	136	780	60		28	548	555		810	4	251		10	4	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:	136	780	60		28	548	555		810	4	251		10	4	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	136	780	60		28	548	555		810	4	251		10	4	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	136	780	60		28	548	555		810	4	251		10	4	15	
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	2.79	0.21		1.00	1.00	1.00		2.00	0.02	0.98		0.71	0.29	1.00	
Final Sat.:	1375	3830	295		1375	1375	1375		2750	22	1353		982	393	1375	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.20	0.20		0.02	0.40	0.40		0.29	0.19	0.19		0.01	0.01	0.01	
Crit Volume:	136						555		405					14		
Crit Moves:	****						****		****					****		

Scenario Report

Scenario:	2025 Red Proj - No Space Assign MD
Command:	2025 Reduced Proj-No Space Assignment MD
Volume:	2025 Reduced Proj-No Space Assignment MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	655	0	0	420	640	0	0	0	10	200	310	2240
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	655	0	0	420	640	0	0	0	10	200	310	2240
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	430	5	0	655	295	0	0	0	0	1390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	430	5	0	655	295	0	0	0	0	1390
#3 Seaside Ave / Navy Way													
Base	670	0	1485	0	0	0	0	1805	1225	0	1715	0	6900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	670	0	1485	0	0	0	0	1805	1225	0	1715	0	6900
#4 Ferry St / SR 47 Ramps													
Base	0	505	785	5	340	0	0	0	0	935	0	5	2575
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	505	785	5	340	0	0	0	0	935	0	5	2575
#5 Anaheim St / Henry Ford Ave													
Base	255	185	90	165	250	105	125	1050	245	85	1070	145	3770
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	255	185	90	165	250	105	125	1050	245	85	1070	145	3770
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	50	10	30	5	15	195	35	140	75	240	210	1005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	50	10	30	5	15	195	35	140	75	240	210	1005
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	110	0	125	245	965	0	0	870	180	2495
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	110	0	125	245	965	0	0	870	180	2495
#9 Alameda St / PCH Ramp (O St)													
Base	0	1090	235	0	1000	0	0	0	0	135	0	280	2740
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1090	235	0	1000	0	0	0	0	135	0	280	2740
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	230	30	90	150	580	10	10	590	445	2185
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	230	30	90	150	580	10	10	590	445	2185

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1085	205	145	850	0	0	0	0	225	0	390	2900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1085	205	145	850	0	0	0	0	225	0	390	2900
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	820	0	0	1020	0	1845
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	820	0	0	1020	0	1845
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	625	5	125	0	20	10	20	665	385	140	630	10	2635
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	625	5	125	0	20	10	20	665	385	140	630	10	2635
#14 Ferry St / Terminal Way													
Base	220	265	0	0	260	1020	1025	0	220	0	0	0	3010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	265	0	0	260	1020	1025	0	220	0	0	0	3010
#15 Navy Way / Reeves Ave													
Base	78	1054	5	19	616	590	1050	1	134	15	2	51	3615
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	1054	5	19	616	590	1050	1	134	15	2	51	3615
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
# 14 Ferry St / Terminal Way	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	E	xxxxx	0.900	E	xxxxx	0.900	+ 0.000 V/C

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	5	655	0		0	420	640		0	0	0		10	200	310			
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:	5	655	0		0	420	640		0	0	0		10	200	310			
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:	5	655	0		0	420	640		0	0	0		10	200	310			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	5	655	0		0	420	640		0	0	0		10	200	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	5	655	0		0	420	640		0	0	0		10	200	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	5	655	0		0	420	640		0	0	0		10	200	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.20	0.00		0.00	0.13	0.22		0.00	0.00	0.00		0.01	0.06	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	5	0	430	5	0	655	295	0	0	0	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:	0	5	0	430	5	0	655	295	0	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:	0	5	0	430	5	0	655	295	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:	0	5	0	430	5	0	655	295	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	430	5	0	655	295	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
FinalVolume:	0	5	0	430	5	0	655	295	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3163	37	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.23	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Ferry St								Vincent Thomas Bridge EB Off Ramp			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	505	785	5	340	0	0	0	0	935	0	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:	0	505	785	5	340	0	0	0	0	935	0	5
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	505	785	5	340	0	0	0	0	935	0	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:	0	505	785	5	340	0	0	0	0	935	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	505	785	5	340	0	0	0	0	935	0	5
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
FinalVolume:	0	505	785	5	340	0	0	0	0	935	0	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:	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	0.35	0.55	0.00	0.12	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Crit Volume:		505		5					0	470		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	255	185	90	165	250	105	125	1050	245	85	1070	145
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:	255	185	90	165	250	105	125	1050	245	85	1070	145
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:	255	185	90	165	250	105	125	1050	245	85	1070	145
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:	255	185	90	165	250	105	125	1050	0	85	1070	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	185	90	165	250	105	125	1050	0	85	1070	145
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	255	185	90	165	250	105	125	1050	0	85	1070	145
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	2.11	0.89	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2478	1797	1425	1425	3011	1264	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.12	0.08	0.08	0.09	0.37	0.00	0.06	0.38	0.10
Crit Volume:		147		165			125			535		
Crit Moves:	****			****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	50	10	30	5	15	195	35	140	75	240	210
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	50	10	30	5	15	195	35	140	75	240	210
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	50	10	30	5	15	195	35	140	75	240	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	50	0	30	5	15	195	35	140	75	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	0	30	5	15	195	35	140	75	240	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	50	0	30	5	15	195	35	140	75	240	210
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	2.00	1.00	2.00	1.00	1.00	1.00	0.20	0.80	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	275	1100	327	1048	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.14	0.13	0.13	0.23	0.23	0.15
Crit Volume:		25		15			195			315		
Crit Moves:	****			****			****			****		

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	1	0 1	1 0	0 1	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95				25	
Crit Moves:		****		****			****				****	

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0 0	1	0	2 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	110	0	125	245	965	0	0	870	180
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	0	0	110	0	125	245	965	0	0	870	180
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	0	0	110	0	125	245	965	0	0	870	180
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	110	0	125	245	965	0	0	870	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	125	245	965	0	0	870	180
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
FinalVolume:	0	0	0	110	0	125	245	965	0	0	870	180
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.49	0.51
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3542	733
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.17	0.34	0.00	0.00	0.25	0.25
Crit Volume:		0		110			245					350
Crit Moves:				****			****					****

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1090	235	0	1000	0	0	0	0	135	0	280
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	1090	235	0	1000	0	0	0	0	135	0	280
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	1090	235	0	1000	0	0	0	0	135	0	280
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	1090	235	0	1000	0	0	0	0	135	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1090	235	0	1000	0	0	0	0	135	0	280
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
FinalVolume:	0	1090	235	0	1000	0	0	0	0	135	0	280
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3517	758	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.23	0.00	0.00	0.00	0.00	0.09	0.00	0.20
Crit Volume:		442			0			0				280
Crit Moves:		****			****							****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	230	30	90	150	580	10	10	590	445
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:	10	25	15	230	30	90	150	580	10	10	590	445
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:	10	25	15	230	30	90	150	580	10	10	590	445
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:	10	25	15	230	30	90	150	580	10	10	590	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	230	30	90	150	580	10	10	590	445
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
FinalVolume:	10	25	15	230	30	90	150	580	10	10	590	445
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.77	0.23	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2831	369	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.08	0.08	0.06	0.09	0.18	0.01	0.01	0.37	0.28
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1085	205	145	850	0	0	0	0	225	0	390
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	1085	205	145	850	0	0	0	0	225	0	390
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	1085	205	145	850	0	0	0	0	225	0	390
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:	0	1085	205	145	850	0	0	0	0	225	0	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1085	205	145	850	0	0	0	0	225	0	390
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1085	205	145	850	0	0	0	0	225	0	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.52	0.48	1.00	3.00	0.00	0.00	0.00	0.00	1.10	0.00	1.90
Final Sat.:	0	4037	763	1600	4800	0	0	0	0	1756	0	3044
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.09	0.18	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	820	0	0	1020	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
FinalVolume:	0	0	0	0	0	5	0	820	0	0	1020	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.40	0.00
Crit Moves:					****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 0 1	0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	625	5	125	0	20	10	20	665	385	140	630	10
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:	625	5	125	0	20	10	20	665	385	140	630	10
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:	625	5	125	0	20	10	20	665	385	140	630	10
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:	625	5	125	0	20	10	20	665	385	140	630	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	625	5	125	0	20	10	20	665	385	140	630	10
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	
FinalVolume:	625	5	125	0	20	10	20	665	385	140	630	10
OvlAdjVol:			0						70			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.98 0.02	2.00		0.00 0.67	0.33		1.00 2.00	1.00		2.00 1.97	0.03	
Final Sat.:	3175	25	2880	0	1067	533	1600	3200	1600	2880	3150	50
Capacity Analysis Module:												
Vol/Sat:	0.20 0.20	0.04		0.00 0.02	0.02		0.01 0.21	0.24		0.05 0.20	0.20	
OvlAdjV/S:		0.00						0.04				
Crit Moves:	****				****		****			****		

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

Intersection #14 Ferry St / Terminal Way

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:	176	Level Of Service:	D

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0	0 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	220	265	0	0	260	1020	1025	0	220	0	0	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:	220	265	0	0	260	1020	1025	0	220	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:	220	265	0	0	260	1020	1025	0	220	0	0	0
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Volume:	220	265	0	0	260	1020	1025	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	265	0	0	260	1020	1025	0	0	0	0	0
PCE Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
FinalVolume:	220	265	0	0	260	1020	1025	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	1.00		1.00 1.00	1.00		2.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	1425 2850	1425		1425 1425	1425		2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15 0.09	0.00		0.00 0.18	0.72		0.36 0.00	0.00		0.00 0.00	0.00	
Crit Volume:	220				1020		0				0	
Crit Moves:	****				****		****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1 0		1 0 1	1 0		2 0 0	1 0		0 1 0	0 1	
Volume Module:												
Base Vol:	78 1054	5		19 616	590		1050	1 134		15	2	51
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:	78 1054	5		19 616	590		1050	1 134		15	2	51
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:	78 1054	5		19 616	590		1050	1 134		15	2	51
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:	78 1054	5		19 616	590		1050	1 134		15	2	51
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	0
Reduced Vol:	78 1054	5		19 616	590		1050	1 134		15	2	51
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	
FinalVolume:	78 1054	5		19 616	590		1050	1 134		15	2	51
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 2.99	0.01		1.00 1.02	0.98		2.00 0.01	0.99		0.88 0.12	1.00	
Final Sat.:	1375 4106	19		1375 1405	1345		2750	10 1365		1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.06 0.26	0.26		0.01 0.44	0.44		0.38 0.10	0.10		0.01 0.01	0.04	
Crit Volume:	78			603	525						51	
Crit Moves:	****			****	****						****	

Scenario Report

Scenario:	2025 Red Proj - No Space Assign PM
Command:	2025 Reduced Proj-No Space Assignment PM
Volume:	2025 Reduced Proj-No Space Assignment PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	595	0	0	155	745	0	0	0	15	270	335	2125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	595	0	0	155	745	0	0	0	15	270	335	2125
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	295	0	0	600	365	0	0	0	0	1270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	295	0	0	600	365	0	0	0	0	1270
#3 Seaside Ave / Navy Way													
Base	665	0	1250	0	0	0	0	2580	955	0	2445	0	7895
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	665	0	1250	0	0	0	0	2580	955	0	2445	0	7895
#4 Ferry St / SR 47 Ramps													
Base	0	655	510	5	430	0	0	0	0	475	0	5	2080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	655	510	5	430	0	0	0	0	475	0	5	2080
#5 Anaheim St / Henry Ford Ave													
Base	350	250	200	225	220	70	100	1285	245	80	1455	195	4675
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	350	250	200	225	220	70	100	1285	245	80	1455	195	4675
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	305	35	105	340	50	70	0	15	95	0	395	1420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	305	35	105	340	50	70	0	15	95	0	395	1420
#7 Alameda Street / Henry Ford Avenue													
Base	0	635	20	10	200	0	135	0	5	20	5	35	1065
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	635	20	10	200	0	135	0	5	20	5	35	1065
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	150	0	220	260	1420	0	0	1200	205	3455
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	150	0	220	260	1420	0	0	1200	205	3455
#9 Alameda St / PCH Ramp (O St)													
Base	0	1100	370	0	1010	0	0	0	0	255	0	205	2940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1100	370	0	1010	0	0	0	0	255	0	205	2940
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	195	20	130	215	960	0	5	715	420	2725
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	195	20	130	215	960	0	5	715	420	2725

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1270	120	225	620	0	0	0	0	105	0	565	2905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1270	120	225	620	0	0	0	0	105	0	565	2905
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1175	0	0	1135	0	2310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1175	0	0	1135	0	2310
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	515	5	360	10	0	10	0	1185	290	170	725	0	3270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	515	5	360	10	0	10	0	1185	290	170	725	0	3270
#14 Ferry St / Terminal Way													
Base	20	215	0	0	230	675	945	0	235	0	0	0	2320
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	215	0	0	230	675	945	0	235	0	0	0	2320
#15 Navy Way / Reeves Ave													
Base	28	1045	0	16	429	515	795	0	5	0	5	75	2913
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	1045	0	16	429	515	795	0	5	0	5	75	2913
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.348	A	xxxxx	0.348	+ 0.000
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000
# 15 Navy Way / Reeves Ave	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	10	595	0		0	155	745		0	0	0		15	270	335			
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:	10	595	0		0	155	745		0	0	0		15	270	335			
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:	10	595	0		0	155	745		0	0	0		15	270	335			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	10	595	0		0	155	745		0	0	0		15	270	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	10	595	0		0	155	745		0	0	0		15	270	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	10	595	0		0	155	745		0	0	0		15	270	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.19	0.00		0.00	0.05	0.26		0.00	0.00	0.00		0.01	0.08	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	295	0	0	600	365	0	0	0	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:	0	5	5	295	0	0	600	365	0	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:	0	5	5	295	0	0	600	365	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:	0	5	5	295	0	0	600	365	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	295	0	0	600	365	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
FinalVolume:	0	5	5	295	0	0	600	365	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.21	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Ferry St								Vincent Thomas Bridge EB Off Ramp			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	655	510	5	430	0	0	0	0	475	0	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:	0	655	510	5	430	0	0	0	0	475	0	5
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	655	510	5	430	0	0	0	0	475	0	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:	0	655	510	5	430	0	0	0	0	475	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	655	510	5	430	0	0	0	0	475	0	5
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
FinalVolume:	0	655	510	5	430	0	0	0	0	475	0	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:	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	0.46	0.36	0.00	0.15	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Volume:		655		5				0		240		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	350	250	200	225	220	70	100	1285	245	80	1455	195
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:	350	250	200	225	220	70	100	1285	245	80	1455	195
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:	350	250	200	225	220	70	100	1285	245	80	1455	195
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:	350	250	200	225	220	70	100	1285	0	80	1455	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	250	200	225	220	70	100	1285	0	80	1455	195
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	350	250	200	225	220	70	100	1285	0	80	1455	195
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:	1.75	1.25	1.00	1.00	2.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2494	1781	1425	1425	3243	1032	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.16	0.07	0.07	0.07	0.45	0.00	0.06	0.51	0.14
Crit Volume:	200			225			100			728		
Crit Moves:	****			****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	305	35	105	340	50	70	0	15	95	0	395
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:	10	305	35	105	340	50	70	0	15	95	0	395
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:	10	305	35	105	340	50	70	0	15	95	0	395
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:	10	305	0	105	340	50	70	0	15	95	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	305	0	105	340	50	70	0	15	95	0	395
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
FinalVolume:	10	305	0	105	340	50	70	0	15	95	0	395
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2397	353	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.29
Crit Volume:	10					195	70					395
Crit Moves:	****					****	****					****

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	635	20	10	200	0	135	0	5	20	5	35
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	635	20	10	200	0	135	0	5	20	5	35
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	635	20	10	200	0	135	0	5	20	5	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	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	635	20	10	200	0	135	0	5	20	5	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	20	10	200	0	135	0	5	20	5	35
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	635	20	40	200	0	135	0	5	20	5	35
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	1.00	0.44	1.56	0.00	1.00	0.00	1.00	0.33	0.08	0.59
Final Sat.:	0	3000	1500	667	2333	0	1500	0	1500	500	125	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.01	0.01	0.09	0.00	0.09	0.00	0.00	0.04	0.04	0.04
Crit Volume:		318		10			135				60	
Crit Moves:		****		****			****				****	

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Alameda St									PCH (PCH Ramp)					
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			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1 0
Volume Module:															
Base Vol:	0	0	0	150	0	220	260	1420	0	0	0	1200	205		
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		
Initial Bse:	0	0	0	150	0	220	260	1420	0	0	0	1200	205		
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:	0	0	0	150	0	220	260	1420	0	0	0	1200	205		
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:	0	0	0	150	0	220	260	1420	0	0	0	1200	205		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	150	0	220	260	1420	0	0	0	1200	205		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	0	0	150	0	220	260	1420	0	0	0	1200	205		
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44			
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3651	624			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.18	0.50	0.00	0.00	0.33	0.33			
Crit Volume:		0		150			260				468				
Crit Moves:				****			****				****				

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

Intersection #9 Alameda St / PCH Ramp (O St)

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: 48 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1100	370	0	1010	0	0	0	0	255	0	205
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	1100	370	0	1010	0	0	0	0	255	0	205
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	1100	370	0	1010	0	0	0	0	255	0	205
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	1100	370	0	1010	0	0	0	0	255	0	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1100	370	0	1010	0	0	0	0	255	0	205
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
FinalVolume:	0	1100	370	0	1010	0	0	0	0	255	0	205
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	2.24	0.76	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3199	1076	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.00	0.24	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Crit Volume:		490			0			0		255		
Crit Moves:		****			****					****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	195	20	130	215	960	0	5	715	420
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:	5	40	20	195	20	130	215	960	0	5	715	420
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:	5	40	20	195	20	130	215	960	0	5	715	420
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:	5	40	20	195	20	130	215	960	0	5	715	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	195	20	130	215	960	0	5	715	420
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
FinalVolume:	5	40	20	195	20	130	215	960	0	5	715	420
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2902	298	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.13	0.30	0.00	0.00	0.45	0.26
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0 0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1270	120	225	620	0	0	0	0	105	0	565
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	1270	120	225	620	0	0	0	0	105	0	565
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	1270	120	225	620	0	0	0	0	105	0	565
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:	0	1270	120	225	620	0	0	0	0	105	0	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1270	120	225	620	0	0	0	0	105	0	565
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1270	120	225	620	0	0	0	0	105	0	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.74	0.26	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4386	414	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.14	0.13	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Intermodal Way									Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Permitted			Prot+Permit			Prot+Permit					
Rights:	Include			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0 0	0	0 0	0	0	1! 0 0	1	0	2 0 0	0	0	2 0 1			
Volume Module:															
Base Vol:	0	0	0	0	0	0	0	1175	0	0	1135	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:	0	0	0	0	0	0	0	1175	0	0	1135	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:	0	0	0	0	0	0	0	1175	0	0	1135	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:	0	0	0	0	0	0	0	1175	0	0	1135	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	0	0	1175	0	0	1135	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			
FinalVolume:	0	0	0	0	0	0	0	1175	0	0	1135	0			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80			
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00			
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.44	0.00			
Crit Moves:								****		****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	515	5	360	10	0	10	0	1185	290	170	725	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:	515	5	360	10	0	10	0	1185	290	170	725	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:	515	5	360	10	0	10	0	1185	290	170	725	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:	515	5	360	10	0	10	0	1185	290	170	725	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	5	360	10	0	10	0	1185	290	170	725	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
FinalVolume:	515	5	360	10	0	10	0	1185	290	170	725	0
OvlAdjVol:			190						30			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3169	31	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.01	0.00	0.01	0.00	0.37	0.18	0.06	0.23	0.00
OvlAdjV/S:			0.07						0.02			
Crit Moves:	****			****				****		****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	20	215	0	0	230	675	945	0	235	0	0	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:	20	215	0	0	230	675	945	0	235	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:	20	215	0	0	230	675	945	0	235	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	20	215	0	0	230	675	945	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	215	0	0	230	675	945	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	20	215	0	0	230	675	945	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.00	0.00	0.16	0.47	0.33	0.00	0.00	0.00	0.00	0.00
Crit Volume:	20				230		472				0	
Crit Moves:	****				****		****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1 0		1 0	1 1 0		2 0	0 1 0		0 1	0 0 1	
Volume Module:												
Base Vol:	28 1045	0		16 429	515		795	0		5	0	5 75
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
Initial Bse:	28 1045	0		16 429	515		795	0		5	0	5 75
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:	28 1045	0		16 429	515		795	0		5	0	5 75
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:	28 1045	0		16 429	515		795	0		5	0	5 75
Reduct Vol:	0 0	0		0 0	0		0	0		0	0	0 0
Reduced Vol:	28 1045	0		16 429	515		795	0		5	0	5 75
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00 1.00
FinalVolume:	28 1045	0		16 429	515		795	0		5	0	5 75
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 3.00	0.00		1.00 1.00	1.00		2.00 0.00	1.00		0.00	1.00	1.00
Final Sat.:	1375 4125	0		1375 1375	1375		2750	0		1375	0	1375 1375
Capacity Analysis Module:												
Vol/Sat:	0.02 0.25	0.00		0.01 0.31	0.37		0.29 0.00	0.00		0.00	0.00	0.05
Crit Volume:	28				515		397					75
Crit Moves:	****				****		****					****

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Scenario Report

Scenario:	2027 Prop Proj AM
Command:	2027 Proposed Project AM Peak
Volume:	2027 Proposed Project AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	595	0	0	305	925	0	0	0	15	390	360	2595
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	595	0	0	305	925	0	0	0	15	390	360	2595
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	320	0	0	600	310	0	0	0	0	1230
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	320	0	0	600	310	0	0	0	0	1230
#3 Seaside Ave / Navy Way													
Base	490	0	1190	0	0	0	0	2390	1160	0	2470	0	7700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	490	0	1190	0	0	0	0	2390	1160	0	2470	0	7700
#4 Ferry St / SR 47 Ramps													
Base	0	415	605	30	445	0	0	0	0	710	0	5	2210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	415	605	30	445	0	0	0	0	710	0	5	2210
#5 Anaheim St / Henry Ford Ave													
Base	330	65	80	70	125	60	90	1000	345	25	1265	70	3525
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	330	65	80	70	125	60	90	1000	345	25	1265	70	3525
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	135	300	135	135	520	15	55	0	170	85	5	140	1695
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	300	135	135	520	15	55	0	170	85	5	140	1695
#7 Alameda Street / Henry Ford Avenue													
Base	5	435	5	5	495	0	190	0	35	0	0	10	1180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	435	5	5	495	0	190	0	35	0	0	10	1180
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	125	0	155	225	1095	0	0	990	140	2730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	155	225	1095	0	0	990	140	2730
#9 Alameda St / PCH Ramp (O St)													
Base	0	815	280	0	940	0	0	0	0	180	0	185	2400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	815	280	0	940	0	0	0	0	180	0	185	2400

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	325	35	130	135	690	5	10	710	340	2415
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	325	35	130	135	690	5	10	710	340	2415
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	790	135	355	1165	0	0	0	0	115	0	385	2945
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	790	135	355	1165	0	0	0	0	115	0	385	2945
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	1020	0	0	1055	0	2080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	1020	0	0	1055	0	2080
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	270	35	285	5	15	10	30	640	365	180	1100	5	2940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	270	35	285	5	15	10	30	640	365	180	1100	5	2940
#14 Ferry St / Terminal Way													
Base	190	205	0	0	255	900	795	0	120	0	0	0	2465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	205	0	0	255	900	795	0	120	0	0	0	2465
#15 Navy Way / Reeves Ave													
Base	136	827	50	28	568	565	835	4	381	10	4	18	3426
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	136	827	50	28	568	565	835	4	381	10	4	18	3426
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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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
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.408	A	xxxxx	0.408	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.305	A	xxxxx	0.305	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.382	A	xxxxx	0.382	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 14 Ferry St / Terminal Way	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	595	0	0	305	925	0	0	0	15	390	360
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:	5	595	0	0	305	925	0	0	0	15	390	360
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:	5	595	0	0	305	925	0	0	0	15	390	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	595	0	0	305	925	0	0	0	15	390	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	595	0	0	305	925	0	0	0	15	390	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	595	0	0	305	925	0	0	0	15	390	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.10	0.32	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	320	0	0	600	310	0	0	0	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:	0	0	0	320	0	0	600	310	0	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:	0	0	0	320	0	0	600	310	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:	0	0	0	320	0	0	600	310	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	0	600	310	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
FinalVolume:	0	0	0	320	0	0	600	310	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.21	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #4 Ferry St / SR 47 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:	52	Level Of Service:	A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Protected				Protected					
Rights:	Ovl				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		415		605	30		445		0	0		0		0	710		0		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:	0		415		605	30		445		0	0		0		0	710		0		5
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		415		605	30		445		0	0		0		0	710		0		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:	0		415		605	30		445		0	0		0		0	710		0		5
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		415		605	30		445		0	0		0		0	710		0		5
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	
FinalVolume:	0		415		605	30		445		0	0		0		0	710		0		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:	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		2830	0		20	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.29		0.42		0.02	0.16		0.00		0.00	0.00		0.00		0.25	0.00		0.25	
Crit Volume:		415				30										0				358
Crit Moves:		****				****										****				

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Henry Ford Ave								Anaheim St									
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	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:	330		65		80	70		125		60	90		1000		345	25		1265		70
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:	330		65		80	70		125		60	90		1000		345	25		1265		70
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:	330		65		80	70		125		60	90		1000		345	25		1265		70
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:	330		65		80	70		125		60	90		1000		0	25		1265		70
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	330		65		80	70		125		60	90		1000		0	25		1265		70
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:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00	
FinalVolume:	330		65		80	70		125		60	90		1000		0	25		1265		70
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	1.00		1.00		1.00	2.03		0.97		1.00	2.00		1.00		1.00	2.00		1.00	
Final Sat.:	2850	1425		1425		1425	2889		1386		1425	2850		1425		1425	2850		1425	
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.05		0.06		0.05	0.04		0.04		0.06	0.35		0.00		0.02	0.44		0.05	
Crit Volume:	165					70					90						633			
Crit Moves:	****					****					****						****			

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	135	300	135	135	520	15	55	0	170	85	5	140
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:	135	300	135	135	520	15	55	0	170	85	5	140
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:	135	300	135	135	520	15	55	0	170	85	5	140
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:	135	300	0	135	520	15	55	0	170	85	5	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	300	0	135	520	15	55	0	170	85	5	140
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
FinalVolume:	135	300	0	135	520	15	55	0	170	85	5	140
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.94	0.06	1.00
Final Sat.:	1375	2750	1375	2750	2673	77	1375	0	1375	1299	76	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.00	0.05	0.19	0.19	0.04	0.00	0.12	0.07	0.07	0.10
Crit Volume:	135					268			170		90	
Crit Moves:	****					****			****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	5	435	5	5	495	0	190	0	35	0	0	10
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:	5	435	5	5	495	0	190	0	35	0	0	10
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:	5	435	5	5	495	0	190	0	35	0	0	10
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:	5	435	5	5	495	0	190	0	35	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	435	5	5	495	0	190	0	35	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	435	5	10	495	0	190	0	35	0	0	10
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:	0.05	1.95	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	69	2931	1500	61	2939	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.08	0.17	0.00	0.13	0.00	0.02	0.00	0.00	0.01
Crit Volume:	5					253			190			10
Crit Moves:	****					****			****			****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	125	0	155	225	1095	0	0	990	140
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	0	0	125	0	155	225	1095	0	0	990	140
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	0	0	125	0	155	225	1095	0	0	990	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	155	225	1095	0	0	990	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	155	225	1095	0	0	990	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	155	225	1095	0	0	990	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.63	0.37
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3745	530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.16	0.38	0.00	0.00	0.26	0.26
Crit Volume:			0			125		225			377	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	815	280	0	940	0	0	0	0	180	0	185
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	815	280	0	940	0	0	0	0	180	0	185
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	815	280	0	940	0	0	0	0	180	0	185
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	815	280	0	940	0	0	0	0	180	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	815	280	0	940	0	0	0	0	180	0	185
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
FinalVolume:	0	815	280	0	940	0	0	0	0	180	0	185
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	2.23	0.77	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3182	1093	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.22	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Volume:			365		0					0	180	
Crit Moves:		****	****								****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1 1	0	0 1	1 0	2	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	5	25	5	325	35	130	135	690	5	10	710	340
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:	5	25	5	325	35	130	135	690	5	10	710	340
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:	5	25	5	325	35	130	135	690	5	10	710	340
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:	5	25	5	325	35	130	135	690	5	10	710	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	325	35	130	135	690	5	10	710	340
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
FinalVolume:	5	25	5	325	35	130	135	690	5	10	710	340
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
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:	0.28 1.43		0.29	1.81 0.19		1.00	1.00 2.00		1.00	1.00 1.00		1.00
Final Sat.:	457 2286		457	2889	311	1600	1600 3200		1600	1600 1600		1600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.01		0.01	0.11 0.11		0.08	0.08 0.22		0.00	0.01 0.44		0.21
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	790	135	355	1165	0	0	0	0	115	0	385
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	790	135	355	1165	0	0	0	0	115	0	385
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	790	135	355	1165	0	0	0	0	115	0	385
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:	0	790	135	355	1165	0	0	0	0	115	0	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	790	135	355	1165	0	0	0	0	115	0	385
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:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	0	790	135	355	1165	0	0	0	0	115	0	385
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
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 2.56		0.44	1.00 3.00		0.00	0.00 0.00		0.00	1.00 0.00		2.00
Final Sat.:	0 4099		701	1600 4800		0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.19		0.19	0.22 0.24		0.00	0.00 0.00		0.00	0.07 0.00		0.12
Crit Moves:	****			****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	1020	0	0	1055	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:	0	0	0	0	0	0	5	1020	0	0	1055	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:	0	0	0	0	0	0	5	1020	0	0	1055	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:	0	0	0	0	0	0	5	1020	0	0	1055	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	1020	0	0	1055	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
FinalVolume:	0	0	0	0	0	0	5	1020	0	0	1055	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.41	0.00
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	270	35	285	5	15	10	30	640	365	180	1100	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:	270	35	285	5	15	10	30	640	365	180	1100	5
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:	270	35	285	5	15	10	30	640	365	180	1100	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:	270	35	285	5	15	10	30	640	365	180	1100	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	35	285	5	15	10	30	640	365	180	1100	5
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
FinalVolume:	270	35	285	5	15	10	30	640	365	180	1100	5
OvlAdjVol:			105						212			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.77	0.23	2.00	0.17	0.50	0.33	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2833	367	2880	267	800	533	1600	3200	1600	2880	3186	14
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.02	0.02	0.02	0.20	0.23	0.06	0.35	0.35
OvlAdjV/S:			0.04						0.13			
Crit Moves:	****					****	****				****	

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	190	205	0	0	255	900	795	0	120	0	0	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:	190	205	0	0	255	900	795	0	120	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:	190	205	0	0	255	900	795	0	120	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	190	205	0	0	255	900	795	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	205	0	0	255	900	795	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	190	205	0	0	255	900	795	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.00	0.00	0.18	0.63	0.28	0.00	0.00	0.00	0.00	0.00
Crit Volume:	190					900	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	D

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	136	827	50	28	568	565	835	4	381	10	4	18
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:	136	827	50	28	568	565	835	4	381	10	4	18
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:	136	827	50	28	568	565	835	4	381	10	4	18
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:	136	827	50	28	568	565	835	4	381	10	4	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	827	50	28	568	565	835	4	381	10	4	18
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
FinalVolume:	136	827	50	28	568	565	835	4	381	10	4	18
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	2.83	0.17	1.00	1.00	1.00	2.00	0.01	0.99	0.71	0.29	1.00
Final Sat.:	1375	3890	235	1375	1379	1371	2750	14	1361	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.02	0.41	0.41	0.30	0.28	0.28	0.01	0.01	0.01
Crit Volume:	136					567	418				14	
Crit Moves:	****					****	****				****	

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Scenario Report

Scenario:	2027 Prop Proj MD
Command:	2027 Proposed Project MD Peak
Volume:	2027 Proposed Project MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	655	0	0	425	715	0	0	0	10	215	335	2360
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	655	0	0	425	715	0	0	0	10	215	335	2360
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	435	5	0	655	295	0	0	0	0	1395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	435	5	0	655	295	0	0	0	0	1395
#3 Seaside Ave / Navy Way													
Base	730	0	1465	0	0	0	0	1895	1260	0	1770	0	7120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	730	0	1465	0	0	0	0	1895	1260	0	1770	0	7120
#4 Ferry St / SR 47 Ramps													
Base	0	590	765	5	340	0	0	0	0	985	0	5	2690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	590	765	5	340	0	0	0	0	985	0	5	2690
#5 Anaheim St / Henry Ford Ave													
Base	265	180	85	160	245	110	135	1095	255	80	1120	140	3870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	265	180	85	160	245	110	135	1095	255	80	1120	140	3870
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	50	10	30	5	15	195	35	135	80	240	210	1005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	50	10	30	5	15	195	35	135	80	240	210	1005
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	115	0	125	250	995	0	0	915	185	2585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	115	0	125	250	995	0	0	915	185	2585
#9 Alameda St / PCH Ramp (O St)													
Base	0	1145	240	0	1040	0	0	0	0	160	0	280	2865
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1145	240	0	1040	0	0	0	0	160	0	280	2865

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	250	30	95	150	610	10	10	615	455	2275
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	250	30	95	150	610	10	10	615	455	2275
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1130	225	155	895	0	0	0	0	240	0	395	3040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1130	225	155	895	0	0	0	0	240	0	395	3040
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	875	0	0	1055	0	1935
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	875	0	0	1055	0	1935
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	620	5	125	0	20	10	20	700	390	140	665	10	2705
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	620	5	125	0	20	10	20	700	390	140	665	10	2705
#14 Ferry St / Terminal Way													
Base	205	265	0	0	260	1065	1090	0	170	0	0	0	3055
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	205	265	0	0	260	1065	1090	0	170	0	0	0	3055
#15 Navy Way / Reeves Ave													
Base	73	1095	5	8	648	605	1050	1	119	15	2	50	3671
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	73	1095	5	8	648	605	1050	1	119	15	2	50	3671
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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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
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000 V/C
# 14 Ferry St / Terminal Way	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	E	xxxxx	0.921	E	xxxxx	0.921	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	655	0	0	425	715	0	0	0	10	215	335
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:	5	655	0	0	425	715	0	0	0	10	215	335
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:	5	655	0	0	425	715	0	0	0	10	215	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	655	0	0	425	715	0	0	0	10	215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	655	0	0	425	715	0	0	0	10	215	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	655	0	0	425	715	0	0	0	10	215	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.13	0.25	0.00	0.00	0.00	0.01	0.07	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	435	5	0	655	295	0	0	0	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:	0	5	0	435	5	0	655	295	0	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:	0	5	0	435	5	0	655	295	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:	0	5	0	435	5	0	655	295	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	435	5	0	655	295	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
FinalVolume:	0	5	0	435	5	0	655	295	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3164	36	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.23	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Protected				Protected					
Rights:	Ovl				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	590	765		5	340	0		0	0	0		985	0	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:	0	590	765		5	340	0		0	0	0		985	0	5					
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	590	765		5	340	0		0	0	0		985	0	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:	0	590	765		5	340	0		0	0	0		985	0	5					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	0	590	765		5	340	0		0	0	0		985	0	5					
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					
FinalVolume:	0	590	765		5	340	0		0	0	0		985	0	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:	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		2836	0	14					
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.41	0.54		0.00	0.12	0.00		0.00	0.00	0.00		0.35	0.00	0.35					
Crit Volume:		590				5					0			495						
Crit Moves:		****				****								****						

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Henry Ford Ave								Anaheim St									
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	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:	265	180	85		160	245	110		135	1095	255		80	1120	140					
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:	265	180	85		160	245	110		135	1095	255		80	1120	140					
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:	265	180	85		160	245	110		135	1095	255		80	1120	140					
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:	265	180	85		160	245	110		135	1095	0		80	1120	140					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	265	180	85		160	245	110		135	1095	0		80	1120	140					
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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00					
FinalVolume:	265	180	85		160	245	110		135	1095	0		80	1120	140					
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.79	1.21	1.00		1.00	2.07	0.93		1.00	2.00	1.00		1.00	2.00	1.00					
Final Sat.:	2546	1729	1425		1425	2950	1325		1425	2850	1425		1425	2850	1425					
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.10	0.06		0.11	0.08	0.08		0.09	0.38	0.00		0.06	0.39	0.10					
Crit Volume:		148				160				135				560						
Crit Moves:		****				****				****				****						

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

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: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	50	10	30	5	15	195	35	135	80	240	210
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	50	10	30	5	15	195	35	135	80	240	210
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	50	10	30	5	15	195	35	135	80	240	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	50	0	30	5	15	195	35	135	80	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	0	30	5	15	195	35	135	80	240	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	50	0	30	5	15	195	35	135	80	240	210
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	2.00	1.00	2.00	1.00	1.00	1.00	0.21	0.79	0.25	0.75	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	283	1092	344	1031	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.14	0.12	0.12	0.23	0.23	0.15
Crit Volume:		25		15			195			320		
Crit Moves:	****			****			****			****		

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95			25		
Crit Moves:	****			****			****			****		

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	115	0	125	250	995	0	0	915	185
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	0	0	115	0	125	250	995	0	0	915	185
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	0	0	115	0	125	250	995	0	0	915	185
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	115	0	125	250	995	0	0	915	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	125	250	995	0	0	915	185
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
FinalVolume:	0	0	0	115	0	125	250	995	0	0	915	185
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3556	719
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.18	0.35	0.00	0.00	0.26	0.26
Crit Volume:		0		115			250				367	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	1145	240	0	1040	0	0	0	0	160	0	280
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	1145	240	0	1040	0	0	0	0	160	0	280
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	1145	240	0	1040	0	0	0	0	160	0	280
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	1145	240	0	1040	0	0	0	0	160	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1145	240	0	1040	0	0	0	0	160	0	280
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
FinalVolume:	0	1145	240	0	1040	0	0	0	0	160	0	280
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	2.48	0.52	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3534	741	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.00	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.20
Crit Volume:			462		0			0				280
Crit Moves:			****	****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	250	30	95	150	610	10	10	615	455
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:	10	25	15	250	30	95	150	610	10	10	615	455
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:	10	25	15	250	30	95	150	610	10	10	615	455
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:	10	25	15	250	30	95	150	610	10	10	615	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	250	30	95	150	610	10	10	615	455
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
FinalVolume:	10	25	15	250	30	95	150	610	10	10	615	455
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.79	0.21	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2857	343	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.09	0.09	0.06	0.09	0.19	0.01	0.01	0.38	0.28
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1130	225	155	895	0	0	0	0	240	0	395
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	1130	225	155	895	0	0	0	0	240	0	395
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	1130	225	155	895	0	0	0	0	240	0	395
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:	0	1130	225	155	895	0	0	0	0	240	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1130	225	155	895	0	0	0	0	240	0	395
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1130	225	155	895	0	0	0	0	240	0	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.50	0.50	1.00	3.00	0.00	0.00	0.00	0.00	1.13	xxxx	1.87
Final Sat.:	0	4003	797	1600	4800	0	0	0	0	1814	0	2986
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.10	0.19	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	875	0	0	1055	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
FinalVolume:	0	0	0	0	0	5	0	875	0	0	1055	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.41	0.00
Crit Moves:				****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	620	5	125	0	20	10	20	700	390	140	665	10
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:	620	5	125	0	20	10	20	700	390	140	665	10
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:	620	5	125	0	20	10	20	700	390	140	665	10
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:	620	5	125	0	20	10	20	700	390	140	665	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	5	125	0	20	10	20	700	390	140	665	10
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
FinalVolume:	620	5	125	0	20	10	20	700	390	140	665	10
OvlAdjVol:			0						77			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.67	0.33	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	3174	26	2880	0	1067	533	1600	3200	1600	2880	3153	47
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.04	0.00	0.02	0.02	0.01	0.22	0.24	0.05	0.21	0.21
OvlAdjV/S:			0.00						0.05			
Crit Moves:	****					****		****		****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	205	265	0	0	260	1065	1090	0	170	0	0	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:	205	265	0	0	260	1065	1090	0	170	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:	205	265	0	0	260	1065	1090	0	170	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	265	0	0	260	1065	1090	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	265	0	0	260	1065	1090	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	265	0	0	260	1065	1090	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.00	0.00	0.18	0.75	0.38	0.00	0.00	0.00	0.00	0.00
Crit Volume:	205					1065	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	73	1095	5	8	648	605	1050	1	119	15	2	50
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:	73	1095	5	8	648	605	1050	1	119	15	2	50
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:	73	1095	5	8	648	605	1050	1	119	15	2	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:	73	1095	5	8	648	605	1050	1	119	15	2	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1095	5	8	648	605	1050	1	119	15	2	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
FinalVolume:	73	1095	5	8	648	605	1050	1	119	15	2	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:	1.00	2.99	0.01	1.00	1.03	0.97	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4106	19	1375	1422	1328	2750	11	1364	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.01	0.46	0.46	0.38	0.09	0.09	0.01	0.01	0.04
Crit Volume:	73					627	525					50
Crit Moves:	****					****	****					****

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Scenario Report

Scenario:	2027 Prop Proj PM
Command:	2027 Proposed Project PM Peak
Volume:	2027 Proposed Project PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	620	0	0	165	770	0	0	0	15	285	360	2225
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	620	0	0	165	770	0	0	0	15	285	360	2225
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	305	0	0	625	365	0	0	0	0	1305
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	305	0	0	625	365	0	0	0	0	1305
#3 Seaside Ave / Navy Way													
Base	680	0	1355	0	0	0	0	2600	985	0	2465	0	8085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	680	0	1355	0	0	0	0	2600	985	0	2465	0	8085
#4 Ferry St / SR 47 Ramps													
Base	0	685	475	5	440	0	0	0	0	495	0	5	2105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	685	475	5	440	0	0	0	0	495	0	5	2105
#5 Anaheim St / Henry Ford Ave													
Base	335	275	230	315	285	80	95	1270	225	95	1490	230	4925
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	335	275	230	315	285	80	95	1270	225	95	1490	230	4925
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	320	35	110	340	50	70	0	10	90	0	430	1465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	320	35	110	340	50	70	0	10	90	0	430	1465
#7 Alameda Street / Henry Ford Avenue													
Base	0	605	20	10	195	0	210	0	25	20	5	35	1125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	605	20	10	195	0	210	0	25	20	5	35	1125
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	155	0	240	260	1475	0	0	1275	200	3605
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	155	0	240	260	1475	0	0	1275	200	3605
#9 Alameda St / PCH Ramp (O St)													
Base	0	1135	395	0	1040	0	0	0	0	245	0	220	3035
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1135	395	0	1040	0	0	0	0	245	0	220	3035

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	190	20	135	220	990	0	5	750	410	2785
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	190	20	135	220	990	0	5	750	410	2785
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1325	110	235	655	0	0	0	0	105	0	565	2995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1325	110	235	655	0	0	0	0	105	0	565	2995
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1205	0	0	1165	0	2370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1205	0	0	1165	0	2370
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	520	5	380	10	0	10	0	1200	310	195	765	0	3395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	520	5	380	10	0	10	0	1200	310	195	765	0	3395
#14 Ferry St / Terminal Way													
Base	60	220	0	0	235	700	940	0	235	0	0	0	2390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	220	0	0	235	700	940	0	235	0	0	0	2390
#15 Navy Way / Reeves Ave													
Base	28	1105	0	16	444	525	855	0	5	0	2	75	3055
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	1105	0	16	444	525	855	0	5	0	2	75	3055
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Proposed Project/Alt 5
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Proposed Project/Alt 5
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Proposed Project/Alt 5
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Proposed Project/Alt 5
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 Ocean Blvd / Terminal Island F	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	E	xxxxx	0.972	E	xxxxx	0.972	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.872	D	xxxxx	0.872	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C

APL
2027 Proposed Project/Alt 5
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	620	0	0	165	770	0	0	0	15	285	360
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:	10	620	0	0	165	770	0	0	0	15	285	360
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:	10	620	0	0	165	770	0	0	0	15	285	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	620	0	0	165	770	0	0	0	15	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	620	0	0	165	770	0	0	0	15	285	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	620	0	0	165	770	0	0	0	15	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.00	0.05	0.27	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

APL
2027 Proposed Project/Alt 5
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	305	0	0	625	365	0	0	0	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:	0	5	5	305	0	0	625	365	0	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:	0	5	5	305	0	0	625	365	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:	0	5	5	305	0	0	625	365	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	305	0	0	625	365	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
FinalVolume:	0	5	5	305	0	0	625	365	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.22	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2027 Proposed Project/Alt 5
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	685	475	5	440	0	0	0	0	495	0	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:	0	685	475	5	440	0	0	0	0	495	0	5
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	685	475	5	440	0	0	0	0	495	0	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:	0	685	475	5	440	0	0	0	0	495	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	685	475	5	440	0	0	0	0	495	0	5
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
FinalVolume:	0	685	475	5	440	0	0	0	0	495	0	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:	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	2822	0	29
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.33	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Volume:		685			5			0		250		
Crit Moves:		****			****					****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Henry Ford Ave									Anaheim St					
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	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:	335	275	230	315	285	80	95	1270	225	95	1490	230			
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:	335	275	230	315	285	80	95	1270	225	95	1490	230			
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:	335	275	230	315	285	80	95	1270	225	95	1490	230			
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:	335	275	230	315	285	80	95	1270	0	95	1490	230			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	335	275	230	315	285	80	95	1270	0	95	1490	230			
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	335	275	230	315	285	80	95	1270	0	95	1490	230			
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:	1.65	1.35	1.00	1.00	2.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	2348	1927	1425	1425	3338	937	1425	2850	1425	1425	2850	1425			
Capacity Analysis Module:															
Vol/Sat:	0.14	0.14	0.16	0.22	0.09	0.09	0.07	0.45	0.00	0.07	0.52	0.16			
Crit Volume:			230	315			95			745					
Crit Moves:			****	****			****			****					

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	320	35	110	340	50	70	0	10	90	0	430
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:	10	320	35	110	340	50	70	0	10	90	0	430
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:	10	320	35	110	340	50	70	0	10	90	0	430
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:	10	320	0	110	340	50	70	0	10	90	0	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	320	0	110	340	50	70	0	10	90	0	430
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
FinalVolume:	10	320	0	110	340	50	70	0	10	90	0	430
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2397	353	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.31
Crit Volume:		160		0			70					430
Crit Moves:		****		****			****					****

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	605	20	10	195	0	210	0	25	20	5	35
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	605	20	10	195	0	210	0	25	20	5	35
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	605	20	10	195	0	210	0	25	20	5	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	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	605	20	10	195	0	210	0	25	20	5	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	605	20	10	195	0	210	0	25	20	5	35
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	605	20	40	195	0	210	0	25	20	5	35
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	1.00	0.46	1.54	0.00	1.00	0.00	1.00	0.33	0.08	0.59
Final Sat.:	0	3000	1500	686	2314	0	1500	0	1500	500	125	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.01	0.01	0.08	0.00	0.14	0.00	0.02	0.04	0.04	0.04
Crit Volume:		303		10			210				60	
Crit Moves:		****		****			****				****	

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	155	0	240	260	1475	0	0	1275	200
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	0	0	155	0	240	260	1475	0	0	1275	200
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	0	0	155	0	240	260	1475	0	0	1275	200
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	155	0	240	260	1475	0	0	1275	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	240	260	1475	0	0	1275	200
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
FinalVolume:	0	0	0	155	0	240	260	1475	0	0	1275	200
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.59	0.41
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3695	580
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.18	0.52	0.00	0.00	0.35	0.35
Crit Volume:		0		155			260				492	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1135	395	0	1040	0	0	0	0	245	0	220
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	1135	395	0	1040	0	0	0	0	245	0	220
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	1135	395	0	1040	0	0	0	0	245	0	220
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	1135	395	0	1040	0	0	0	0	245	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1135	395	0	1040	0	0	0	0	245	0	220
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
FinalVolume:	0	1135	395	0	1040	0	0	0	0	245	0	220
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	2.23	0.77	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3171	1104	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.00	0.24	0.00	0.00	0.00	0.00	0.17	0.00	0.15
Crit Volume:			510		0				0		245	
Crit Moves:			****	****							****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	5	40	20	190	20	135	220	990	0	5	750	410
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:	5	40	20	190	20	135	220	990	0	5	750	410
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:	5	40	20	190	20	135	220	990	0	5	750	410
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:	5	40	20	190	20	135	220	990	0	5	750	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	190	20	135	220	990	0	5	750	410
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
FinalVolume:	5	40	20	190	20	135	220	990	0	5	750	410
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2895	305	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.14	0.31	0.00	0.00	0.47	0.26
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1325	110	235	655	0	0	0	0	105	0	565
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	1325	110	235	655	0	0	0	0	105	0	565
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	1325	110	235	655	0	0	0	0	105	0	565
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:	0	1325	110	235	655	0	0	0	0	105	0	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1325	110	235	655	0	0	0	0	105	0	565
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1325	110	235	655	0	0	0	0	105	0	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.77	0.23	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4432	368	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.15	0.14	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1! 0	1	0	2 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1205	0	0	1165	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:	0	0	0	0	0	0	0	1205	0	0	1165	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:	0	0	0	0	0	0	0	1205	0	0	1165	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:	0	0	0	0	0	0	0	1205	0	0	1165	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1205	0	0	1165	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
FinalVolume:	0	0	0	0	0	0	0	1205	0	0	1165	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.46	0.00
Crit Moves:								****			****	

APL
2027 Proposed Project/Alt 5
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0 0 2	0	0	1! 0 0	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	520	5	380	10	0	10	0	1200	310	195	765	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:	520	5	380	10	0	10	0	1200	310	195	765	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:	520	5	380	10	0	10	0	1200	310	195	765	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:	520	5	380	10	0	10	0	1200	310	195	765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	5	380	10	0	10	0	1200	310	195	765	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
FinalVolume:	520	5	380	10	0	10	0	1200	310	195	765	0
OvlAdjVol:			185						47			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3170	30	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.01	0.00	0.01	0.00	0.38	0.19	0.07	0.24	0.00
OvlAdjV/S:			0.06						0.03			
Crit Moves:	****			****				****		****		

APL
2027 Proposed Project/Alt 5
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	60	220	0	0	235	700	940	0	235	0	0	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:	60	220	0	0	235	700	940	0	235	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:	60	220	0	0	235	700	940	0	235	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	60	220	0	0	235	700	940	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	220	0	0	235	700	940	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	60	220	0	0	235	700	940	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.00	0.00	0.16	0.49	0.33	0.00	0.00	0.00	0.00	0.00
Crit Volume:	60				235		470				0	
Crit Moves:	****				****		****					

APL
2027 Proposed Project/Alt 5
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	28	1105	0	16	444	525	855	0	5	0	2	75
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:	28	1105	0	16	444	525	855	0	5	0	2	75
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:	28	1105	0	16	444	525	855	0	5	0	2	75
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	1105	0	16	444	525	855	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1105	0	16	444	525	855	0	5	0	2	75
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
FinalVolume:	28	1105	0	16	444	525	855	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.01	0.32	0.38	0.31	0.00	0.00	0.00	0.00	0.05
Crit Volume:	28					525	428					75
Crit Moves:	****					****	****					****

Scenario Report

Scenario:	2027 Red Proj - No Space Assign AM
Command:	2027 Reduced Proj-No Space Assignment AM
Volume:	2027 Reduced Proj-No Space Assignment AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	590	0	0	305	925	0	0	0	15	390	360	2590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	590	0	0	305	925	0	0	0	15	390	360	2590
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	320	0	0	595	310	0	0	0	0	1225
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	320	0	0	595	310	0	0	0	0	1225
#3 Seaside Ave / Navy Way													
Base	490	0	1185	0	0	0	0	2390	1165	0	2470	0	7700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	490	0	1185	0	0	0	0	2390	1165	0	2470	0	7700
#4 Ferry St / SR 47 Ramps													
Base	0	415	605	30	445	0	0	0	0	710	0	5	2210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	415	605	30	445	0	0	0	0	710	0	5	2210
#5 Anaheim St / Henry Ford Ave													
Base	330	65	80	70	125	60	90	1000	345	25	1265	70	3525
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	330	65	80	70	125	60	90	1000	345	25	1265	70	3525
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	135	300	135	135	520	15	55	0	170	85	5	140	1695
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	300	135	135	520	15	55	0	170	85	5	140	1695
#7 Alameda Street / Henry Ford Avenue													
Base	5	435	5	5	495	0	190	0	35	0	0	10	1180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	435	5	5	495	0	190	0	35	0	0	10	1180
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	125	0	155	225	1095	0	0	990	140	2730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	155	225	1095	0	0	990	140	2730
#9 Alameda St / PCH Ramp (O St)													
Base	0	815	280	0	940	0	0	0	0	180	0	185	2400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	815	280	0	940	0	0	0	0	180	0	185	2400
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	325	35	130	135	690	5	10	710	340	2415
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	325	35	130	135	690	5	10	710	340	2415

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	790	135	355	1165	0	0	0	0	115	0	385	2945
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	790	135	355	1165	0	0	0	0	115	0	385	2945
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	1020	0	0	1055	0	2080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	1020	0	0	1055	0	2080
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	270	35	285	5	15	10	30	640	365	180	1100	5	2940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	270	35	285	5	15	10	30	640	365	180	1100	5	2940
#14 Ferry St / Terminal Way													
Base	190	205	0	0	255	900	795	0	120	0	0	0	2465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	205	0	0	255	900	795	0	120	0	0	0	2465
#15 Navy Way / Reeves Ave													
Base	136	827	50	28	568	570	830	4	381	10	4	18	3426
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	136	827	50	28	568	570	830	4	381	10	4	18	3426
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.305	A	xxxxx	0.305	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.382	A	xxxxx	0.382	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 14 Ferry St / Terminal Way	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	5	590	0		0	305	925		0	0	0		15	390	360			
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:	5	590	0		0	305	925		0	0	0		15	390	360			
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:	5	590	0		0	305	925		0	0	0		15	390	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	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	5	590	0		0	305	925		0	0	0		15	390	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	5	590	0		0	305	925		0	0	0		15	390	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	5	590	0		0	305	925		0	0	0		15	390	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.18	0.00		0.00	0.10	0.32		0.00	0.00	0.00		0.01	0.12	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	320	0	0	595	310	0	0	0	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:	0	0	0	320	0	0	595	310	0	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:	0	0	0	320	0	0	595	310	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:	0	0	0	320	0	0	595	310	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	0	595	310	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
FinalVolume:	0	0	0	320	0	0	595	310	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.21	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #4 Ferry St / SR 47 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:	52	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	415	605	30	445	0	0	0	0	710	0	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:	0	415	605	30	445	0	0	0	0	710	0	5
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	415	605	30	445	0	0	0	0	710	0	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:	0	415	605	30	445	0	0	0	0	710	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	415	605	30	445	0	0	0	0	710	0	5
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
FinalVolume:	0	415	605	30	445	0	0	0	0	710	0	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:	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	2830	0	20
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.42	0.02	0.16	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Crit Volume:		415		30					0	358		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	330	65	80	70	125	60	90	1000	345	25	1265	70
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:	330	65	80	70	125	60	90	1000	345	25	1265	70
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:	330	65	80	70	125	60	90	1000	345	25	1265	70
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:	330	65	80	70	125	60	90	1000	0	25	1265	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	65	80	70	125	60	90	1000	0	25	1265	70
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	330	65	80	70	125	60	90	1000	0	25	1265	70
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	1.00	1.00	1.00	2.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	2889	1386	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.05	0.06	0.05	0.04	0.04	0.06	0.35	0.00	0.02	0.44	0.05
Crit Volume:	165			70			90				633	
Crit Moves:	****			****			****				****	

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	135	300	135	135	520	15	55	0	170	85	5	140
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:	135	300	135	135	520	15	55	0	170	85	5	140
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:	135	300	135	135	520	15	55	0	170	85	5	140
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:	135	300	0	135	520	15	55	0	170	85	5	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	300	0	135	520	15	55	0	170	85	5	140
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
FinalVolume:	135	300	0	135	520	15	55	0	170	85	5	140
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.94	0.06	1.00
Final Sat.:	1375	2750	1375	2750	2673	77	1375	0	1375	1299	76	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.00	0.05	0.19	0.19	0.04	0.00	0.12	0.07	0.07	0.10
Crit Volume:	135					268			170		90	
Crit Moves:	****					****			****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1	0 1 0	1	0 0	1 0	0	0	0 0 1
Volume Module:												
Base Vol:	5	435	5	5	495	0	190	0	35	0	0	10
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:	5	435	5	5	495	0	190	0	35	0	0	10
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:	5	435	5	5	495	0	190	0	35	0	0	10
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:	5	435	5	5	495	0	190	0	35	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	435	5	5	495	0	190	0	35	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	435	5	10	495	0	190	0	35	0	0	10
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:	0.05	1.95	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	69	2931	1500	61	2939	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.08	0.17	0.00	0.13	0.00	0.02	0.00	0.00	0.01
Crit Volume:	5			253			190					10
Crit Moves:	****			****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0 0 1	1	0 2	0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	125	0	155	225	1095	0	0	990	140
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	0	0	125	0	155	225	1095	0	0	990	140
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	0	0	125	0	155	225	1095	0	0	990	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	155	225	1095	0	0	990	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	155	225	1095	0	0	990	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	155	225	1095	0	0	990	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.63	0.37
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3745	530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.16	0.38	0.00	0.00	0.26	0.26
Crit Volume:	0			125			225				377	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	815	280	0	940	0	0	0	0	180	0	185
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	815	280	0	940	0	0	0	0	180	0	185
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	815	280	0	940	0	0	0	0	180	0	185
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	815	280	0	940	0	0	0	0	180	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	815	280	0	940	0	0	0	0	180	0	185
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	
FinalVolume:	0	815	280	0	940	0	0	0	0	180	0	185
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 2.23	0.77		1.00 3.00	0.00		0.00 0.00	0.00		1.00 0.00	1.00	
Final Sat.:	0 3182	1093		1425 4275	0		0 0	0		1425 0	1425	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.26	0.26		0.00 0.22	0.00		0.00 0.00	0.00		0.13 0.00	0.13	
Crit Volume:		365		0				0		180		
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1 0	0 1	1	0	2 0	1	0	1 0 1
Volume Module:												
Base Vol:	5	25	5	325	35	130	135	690	5	10	710	340
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:	5	25	5	325	35	130	135	690	5	10	710	340
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:	5	25	5	325	35	130	135	690	5	10	710	340
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:	5	25	5	325	35	130	135	690	5	10	710	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	325	35	130	135	690	5	10	710	340
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	
FinalVolume:	5	25	5	325	35	130	135	690	5	10	710	340
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
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:	0.28 1.43	0.29		1.81 0.19	1.00		1.00 2.00	1.00		1.00 1.00	1.00	
Final Sat.:	457 2286	457		2889 311	1600		1600 3200	1600		1600 1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.01	0.01		0.11 0.11	0.08		0.08 0.22	0.00		0.01 0.44	0.21	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	790	135	355	1165	0	0	0	0	115	0	385
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	790	135	355	1165	0	0	0	0	115	0	385
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	790	135	355	1165	0	0	0	0	115	0	385
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:	0	790	135	355	1165	0	0	0	0	115	0	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	790	135	355	1165	0	0	0	0	115	0	385
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	790	135	355	1165	0	0	0	0	115	0	385
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.56	0.44	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4099	701	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.22	0.24	0.00	0.00	0.00	0.00	0.07	0.00	0.12
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	1020	0	0	1055	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:	0	0	0	0	0	0	5	1020	0	0	1055	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:	0	0	0	0	0	0	5	1020	0	0	1055	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:	0	0	0	0	0	0	5	1020	0	0	1055	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	1020	0	0	1055	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
FinalVolume:	0	0	0	0	0	0	5	1020	0	0	1055	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.41	0.00
Crit Moves:							****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1 0	2	0 1	2 0	1 1	0
Volume Module:												
Base Vol:	270	35	285	5	15	10	30	640	365	180	1100	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:	270	35	285	5	15	10	30	640	365	180	1100	5
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:	270	35	285	5	15	10	30	640	365	180	1100	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:	270	35	285	5	15	10	30	640	365	180	1100	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	35	285	5	15	10	30	640	365	180	1100	5
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	
FinalVolume:	270	35	285	5	15	10	30	640	365	180	1100	5
OvlAdjVol:			105						212			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.77 0.23	2.00		0.17 0.50	0.33		1.00 2.00	1.00		2.00 1.99	0.01	
Final Sat.:	2833 367	2880		267 800	533		1600 3200	1600		2880 3186	14	
Capacity Analysis Module:												
Vol/Sat:	0.10 0.10	0.10		0.02 0.02	0.02		0.02 0.20	0.23		0.06 0.35	0.35	
OvlAdjV/S:		0.04						0.13				
Crit Moves:	****				****		****				****	

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Ferry St								Terminal Way			
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0	1 0 1	2	0	0 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	190	205	0	0	255	900	795	0	120	0	0	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:	190	205	0	0	255	900	795	0	120	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:	190	205	0	0	255	900	795	0	120	0	0	0
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Volume:	190	205	0	0	255	900	795	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	205	0	0	255	900	795	0	0	0	0	0
PCE Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
FinalVolume:	190	205	0	0	255	900	795	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	1.00		1.00 1.00	1.00		2.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	1425 2850	1425		1425 1425	1425		2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13 0.07	0.00		0.00 0.18	0.63		0.28 0.00	0.00		0.00 0.00	0.00	
Crit Volume:	190				900		0				0	
Crit Moves:	****				****	****						

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	Level Of Service:	D

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	136	827	50		28	568	570		830	4	381		10	4	18	
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:	136	827	50		28	568	570		830	4	381		10	4	18	
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:	136	827	50		28	568	570		830	4	381		10	4	18	
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:	136	827	50		28	568	570		830	4	381		10	4	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	136	827	50		28	568	570		830	4	381		10	4	18	
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	
FinalVolume:	136	827	50		28	568	570		830	4	381		10	4	18	
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	2.83	0.17		1.00	1.00	1.00		2.00	0.01	0.99		0.71	0.29	1.00	
Final Sat.:	1375	3890	235		1375	1375	1375		2750	14	1361		982	393	1375	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.21	0.21		0.02	0.41	0.41		0.30	0.28	0.28		0.01	0.01	0.01	
Crit Volume:	136						570		415					14		
Crit Moves:	****						****		****					****		

Scenario Report

Scenario:	2027 Red Proj - No Space Assign MD
Command:	2027 Reduced Proj-No Space Assignment MD
Volume:	2027 Reduced Proj-No Space Assignment MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	655	0	0	425	715	0	0	0	10	215	335	2360
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	655	0	0	425	715	0	0	0	10	215	335	2360
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	435	5	0	655	295	0	0	0	0	1395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	435	5	0	655	295	0	0	0	0	1395
#3 Seaside Ave / Navy Way													
Base	730	0	1465	0	0	0	0	1895	1260	0	1770	0	7120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	730	0	1465	0	0	0	0	1895	1260	0	1770	0	7120
#4 Ferry St / SR 47 Ramps													
Base	0	590	765	5	340	0	0	0	0	985	0	5	2690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	590	765	5	340	0	0	0	0	985	0	5	2690
#5 Anaheim St / Henry Ford Ave													
Base	265	180	85	160	245	110	135	1095	255	80	1120	140	3870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	265	180	85	160	245	110	135	1095	255	80	1120	140	3870
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	50	10	30	5	15	195	35	135	80	240	210	1005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	50	10	30	5	15	195	35	135	80	240	210	1005
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	115	0	125	250	995	0	0	915	185	2585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	115	0	125	250	995	0	0	915	185	2585
#9 Alameda St / PCH Ramp (O St)													
Base	0	1145	240	0	1040	0	0	0	0	160	0	280	2865
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1145	240	0	1040	0	0	0	0	160	0	280	2865
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	250	30	95	150	610	10	10	615	455	2275
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	250	30	95	150	610	10	10	615	455	2275

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1130	225	155	895	0	0	0	0	240	0	395	3040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1130	225	155	895	0	0	0	0	240	0	395	3040
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	875	0	0	1055	0	1935
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	875	0	0	1055	0	1935
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	620	5	125	0	20	10	20	700	390	140	665	10	2705
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	620	5	125	0	20	10	20	700	390	140	665	10	2705
#14 Ferry St / Terminal Way													
Base	205	265	0	0	260	1065	1090	0	170	0	0	0	3055
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	205	265	0	0	260	1065	1090	0	170	0	0	0	3055
#15 Navy Way / Reeves Ave													
Base	73	1095	5	8	648	605	1055	1	119	15	2	50	3676
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	73	1095	5	8	648	605	1055	1	119	15	2	50	3676
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000
# 4 Ferry St / SR 47 Ramps	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000
# 14 Ferry St / Terminal Way	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000
# 15 Navy Way / Reeves Ave	E	xxxxx	0.923	E	xxxxx	0.923	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	5	655	0	0	425	715	0	0	0	10	215	335
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:	5	655	0	0	425	715	0	0	0	10	215	335
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:	5	655	0	0	425	715	0	0	0	10	215	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	655	0	0	425	715	0	0	0	10	215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	655	0	0	425	715	0	0	0	10	215	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	655	0	0	425	715	0	0	0	10	215	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.13	0.25	0.00	0.00	0.00	0.01	0.07	0.00
Crit Moves:	****					****						****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	5	0	435	5	0	655	295	0	0	0	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:	0	5	0	435	5	0	655	295	0	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:	0	5	0	435	5	0	655	295	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:	0	5	0	435	5	0	655	295	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	435	5	0	655	295	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
FinalVolume:	0	5	0	435	5	0	655	295	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3164	36	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.23	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Ferry St								Vincent Thomas Bridge EB Off Ramp			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	590	765	5	340	0	0	0	0	985	0	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:	0	590	765	5	340	0	0	0	0	985	0	5
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	590	765	5	340	0	0	0	0	985	0	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:	0	590	765	5	340	0	0	0	0	985	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	590	765	5	340	0	0	0	0	985	0	5
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
FinalVolume:	0	590	765	5	340	0	0	0	0	985	0	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:	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	2836	0	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.54	0.00	0.12	0.00	0.00	0.00	0.00	0.35	0.00	0.35
Crit Volume:		590		5				0		495		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	265	180	85	160	245	110	135	1095	255	80	1120	140
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:	265	180	85	160	245	110	135	1095	255	80	1120	140
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:	265	180	85	160	245	110	135	1095	255	80	1120	140
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:	265	180	85	160	245	110	135	1095	0	80	1120	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	180	85	160	245	110	135	1095	0	80	1120	140
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	265	180	85	160	245	110	135	1095	0	80	1120	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.79	1.21	1.00	1.00	2.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2546	1729	1425	1425	2950	1325	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.11	0.08	0.08	0.09	0.38	0.00	0.06	0.39	0.10
Crit Volume:		148			160			135			560	
Crit Moves:	****			****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

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: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	50	10	30	5	15	195	35	135	80	240	210
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	50	10	30	5	15	195	35	135	80	240	210
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	50	10	30	5	15	195	35	135	80	240	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	50	0	30	5	15	195	35	135	80	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	0	30	5	15	195	35	135	80	240	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	50	0	30	5	15	195	35	135	80	240	210
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	2.00	1.00	2.00	1.00	1.00	1.00	0.21	0.79	0.25	0.75	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	283	1092	344	1031	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.14	0.12	0.12	0.23	0.23	0.15
Crit Volume:		25			15			195			320	
Crit Moves:	****			****			****			****		

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1	0 1 0	1 0	0 1	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95				25	
Crit Moves:		****		****			****				****	

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St								PCH (PCH Ramp)			
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0 0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	115	0	125	250	995	0	0	915	185
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	0	0	115	0	125	250	995	0	0	915	185
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	0	0	115	0	125	250	995	0	0	915	185
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	115	0	125	250	995	0	0	915	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	125	250	995	0	0	915	185
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
FinalVolume:	0	0	0	115	0	125	250	995	0	0	915	185
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3556	719
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.18	0.35	0.00	0.00	0.26	0.26
Crit Volume:		0		115			250					367
Crit Moves:				****			****					****

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1145	240	0	1040	0	0	0	0	160	0	280
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	1145	240	0	1040	0	0	0	0	160	0	280
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	1145	240	0	1040	0	0	0	0	160	0	280
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	1145	240	0	1040	0	0	0	0	160	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1145	240	0	1040	0	0	0	0	160	0	280
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
FinalVolume:	0	1145	240	0	1040	0	0	0	0	160	0	280
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	2.48	0.52	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3534	741	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.00	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.20
Crit Volume:			462	0			0					280
Crit Moves:			****	****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	250	30	95	150	610	10	10	615	455
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:	10	25	15	250	30	95	150	610	10	10	615	455
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:	10	25	15	250	30	95	150	610	10	10	615	455
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:	10	25	15	250	30	95	150	610	10	10	615	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	250	30	95	150	610	10	10	615	455
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
FinalVolume:	10	25	15	250	30	95	150	610	10	10	615	455
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.79	0.21	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2857	343	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.09	0.09	0.06	0.09	0.19	0.01	0.01	0.38	0.28
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1130	225	155	895	0	0	0	0	240	0	395
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	1130	225	155	895	0	0	0	0	240	0	395
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	1130	225	155	895	0	0	0	0	240	0	395
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:	0	1130	225	155	895	0	0	0	0	240	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1130	225	155	895	0	0	0	0	240	0	395
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1130	225	155	895	0	0	0	0	240	0	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.50	0.50	1.00	3.00	0.00	0.00	0.00	0.00	1.13	xxxx	1.87
Final Sat.:	0	4003	797	1600	4800	0	0	0	0	1814	0	2986
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.10	0.19	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	875	0	0	1055	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
FinalVolume:	0	0	0	0	0	5	0	875	0	0	1055	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.41	0.00
Crit Moves:					****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 0 1	0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	620	5	125	0	20	10	20	700	390	140	665	10
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:	620	5	125	0	20	10	20	700	390	140	665	10
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:	620	5	125	0	20	10	20	700	390	140	665	10
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:	620	5	125	0	20	10	20	700	390	140	665	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	5	125	0	20	10	20	700	390	140	665	10
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
FinalVolume:	620	5	125	0	20	10	20	700	390	140	665	10
OvlAdjVol:			0						77			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.98	0.02	2.00	0.00	0.67	0.33	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	3174	26	2880	0	1067	533	1600	3200	1600	2880	3153	47
Capacity Analysis Module:												
Vol/Sat:	0.20 0.20		0.04	0.00 0.02		0.02	0.01 0.22		0.24	0.05 0.21		0.21
OvlAdjV/S:			0.00						0.05			
Crit Moves:	****				****		****			****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0	0 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	205	265	0	0	260	1065	1090	0	170	0	0	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:	205	265	0	0	260	1065	1090	0	170	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:	205	265	0	0	260	1065	1090	0	170	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	205	265	0	0	260	1065	1090	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	265	0	0	260	1065	1090	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	205	265	0	0	260	1065	1090	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14 0.09		0.00	0.00 0.18		0.75	0.38 0.00		0.00	0.00 0.00		0.00
Crit Volume:	205					1065	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	1 1	0	2 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	73	1095	5	8	648	605	1055	1	119	15	2	50
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:	73	1095	5	8	648	605	1055	1	119	15	2	50
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:	73	1095	5	8	648	605	1055	1	119	15	2	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:	73	1095	5	8	648	605	1055	1	119	15	2	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1095	5	8	648	605	1055	1	119	15	2	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
FinalVolume:	73	1095	5	8	648	605	1055	1	119	15	2	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:	1.00	2.99	0.01	1.00	1.03	0.97	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4106	19	1375	1422	1328	2750	11	1364	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.01	0.46	0.46	0.38	0.09	0.09	0.01	0.01	0.04
Crit Volume:	73			627			528					50
Crit Moves:	****			****			****					****

Scenario Report

Scenario:	2027 Red Proj - No Space Assign PM
Command:	2027 Reduced Proj-No Space Assignment PM
Volume:	2027 Reduced Proj-No Space Assignment PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	625	0	0	165	770	0	0	0	15	285	360	2230
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	625	0	0	165	770	0	0	0	15	285	360	2230
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	305	0	0	630	365	0	0	0	0	1310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	305	0	0	630	365	0	0	0	0	1310
#3 Seaside Ave / Navy Way													
Base	685	0	1355	0	0	0	0	2600	990	0	2465	0	8095
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	685	0	1355	0	0	0	0	2600	990	0	2465	0	8095
#4 Ferry St / SR 47 Ramps													
Base	0	685	475	5	440	0	0	0	0	495	0	5	2105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	685	475	5	440	0	0	0	0	495	0	5	2105
#5 Anaheim St / Henry Ford Ave													
Base	335	275	230	315	285	80	95	1270	225	95	1490	230	4925
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	335	275	230	315	285	80	95	1270	225	95	1490	230	4925
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	320	35	110	340	50	70	0	10	90	0	430	1465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	320	35	110	340	50	70	0	10	90	0	430	1465
#7 Alameda Street / Henry Ford Avenue													
Base	0	605	20	10	195	0	210	0	25	20	5	35	1125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	605	20	10	195	0	210	0	25	20	5	35	1125
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	155	0	240	260	1475	0	0	1275	200	3605
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	155	0	240	260	1475	0	0	1275	200	3605
#9 Alameda St / PCH Ramp (O St)													
Base	0	1135	395	0	1040	0	0	0	0	245	0	220	3035
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1135	395	0	1040	0	0	0	0	245	0	220	3035
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	190	20	135	220	990	0	5	750	410	2785
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	190	20	135	220	990	0	5	750	410	2785

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1325	110	235	655	0	0	0	0	105	0	565	2995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1325	110	235	655	0	0	0	0	105	0	565	2995
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1205	0	0	1165	0	2370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1205	0	0	1165	0	2370
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	520	5	380	10	0	10	0	1200	310	195	765	0	3395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	520	5	380	10	0	10	0	1200	310	195	765	0	3395
#14 Ferry St / Terminal Way													
Base	60	220	0	0	235	700	940	0	235	0	0	0	2390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	220	0	0	235	700	940	0	235	0	0	0	2390
#15 Navy Way / Reeves Ave													
Base	28	1105	0	16	444	530	860	0	5	0	2	75	3065
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	1105	0	16	444	530	860	0	5	0	2	75	3065
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000
# 5 Anaheim St / Henry Ford Ave	E	xxxxx	0.972	E	xxxxx	0.972	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.872	D	xxxxx	0.872	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000
# 15 Navy Way / Reeves Ave	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	10	625	0		0	165	770		0	0	0		15	285	360			
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:	10	625	0		0	165	770		0	0	0		15	285	360			
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:	10	625	0		0	165	770		0	0	0		15	285	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	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	10	625	0		0	165	770		0	0	0		15	285	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	10	625	0		0	165	770		0	0	0		15	285	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	10	625	0		0	165	770		0	0	0		15	285	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.20	0.00		0.00	0.05	0.27		0.00	0.00	0.00		0.01	0.09	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	305	0	0	630	365	0	0	0	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:	0	5	5	305	0	0	630	365	0	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:	0	5	5	305	0	0	630	365	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:	0	5	5	305	0	0	630	365	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	305	0	0	630	365	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
FinalVolume:	0	5	5	305	0	0	630	365	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.22	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	685	475	5	440	0	0	0	0	495	0	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:	0	685	475	5	440	0	0	0	0	495	0	5
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	685	475	5	440	0	0	0	0	495	0	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:	0	685	475	5	440	0	0	0	0	495	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	685	475	5	440	0	0	0	0	495	0	5
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
FinalVolume:	0	685	475	5	440	0	0	0	0	495	0	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:	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	2822	0	29
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.33	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Volume:		685		5				0		250		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	335	275	230	315	285	80	95	1270	225	95	1490	230
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:	335	275	230	315	285	80	95	1270	225	95	1490	230
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:	335	275	230	315	285	80	95	1270	225	95	1490	230
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:	335	275	230	315	285	80	95	1270	0	95	1490	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	275	230	315	285	80	95	1270	0	95	1490	230
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	335	275	230	315	285	80	95	1270	0	95	1490	230
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:	1.65	1.35	1.00	1.00	2.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2348	1927	1425	1425	3338	937	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.16	0.22	0.09	0.09	0.07	0.45	0.00	0.07	0.52	0.16
Crit Volume:			230	315			95				745	
Crit Moves:			****	****			****				****	

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	320	35	110	340	50	70	0	10	90	0	430
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:	10	320	35	110	340	50	70	0	10	90	0	430
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:	10	320	35	110	340	50	70	0	10	90	0	430
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:	10	320	0	110	340	50	70	0	10	90	0	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	320	0	110	340	50	70	0	10	90	0	430
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
FinalVolume:	10	320	0	110	340	50	70	0	10	90	0	430
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2397	353	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.31
Crit Volume:		160		0			70					430
Crit Moves:		****		****			****					****

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	605	20	10	195	0	210	0	25	20	5	35
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	605	20	10	195	0	210	0	25	20	5	35
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	605	20	10	195	0	210	0	25	20	5	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	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	605	20	10	195	0	210	0	25	20	5	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	605	20	10	195	0	210	0	25	20	5	35
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	605	20	40	195	0	210	0	25	20	5	35
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	1.00	0.46	1.54	0.00	1.00	0.00	1.00	0.33	0.08	0.59
Final Sat.:	0	3000	1500	686	2314	0	1500	0	1500	500	125	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.01	0.01	0.08	0.00	0.14	0.00	0.02	0.04	0.04	0.04
Crit Volume:		303		10			210				60	
Crit Moves:		****		****			****				****	

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name:	Alameda St									PCH (PCH Ramp)					
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			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	2	1	0
Volume Module:															
Base Vol:	0	0	0	155	0	240	260	1475	0	0	0	1275	200		
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		
Initial Bse:	0	0	0	155	0	240	260	1475	0	0	0	1275	200		
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:	0	0	0	155	0	240	260	1475	0	0	0	1275	200		
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:	0	0	0	155	0	240	260	1475	0	0	0	1275	200		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	155	0	240	260	1475	0	0	0	1275	200		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	0	0	155	0	240	260	1475	0	0	0	1275	200		
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.59	0.41			
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3695	580			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.18	0.52	0.00	0.00	0.35	0.35			
Crit Volume:		0		155			260				492				
Crit Moves:				****			****				****				

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1135	395	0	1040	0	0	0	0	245	0	220
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	1135	395	0	1040	0	0	0	0	245	0	220
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	1135	395	0	1040	0	0	0	0	245	0	220
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	1135	395	0	1040	0	0	0	0	245	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1135	395	0	1040	0	0	0	0	245	0	220
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
FinalVolume:	0	1135	395	0	1040	0	0	0	0	245	0	220
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	2.23	0.77	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3171	1104	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.00	0.24	0.00	0.00	0.00	0.00	0.17	0.00	0.15
Crit Volume:			510	0				0		245		
Crit Moves:			****	****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	190	20	135	220	990	0	5	750	410
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:	5	40	20	190	20	135	220	990	0	5	750	410
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:	5	40	20	190	20	135	220	990	0	5	750	410
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:	5	40	20	190	20	135	220	990	0	5	750	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	190	20	135	220	990	0	5	750	410
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
FinalVolume:	5	40	20	190	20	135	220	990	0	5	750	410
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2895	305	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.14	0.31	0.00	0.00	0.47	0.26
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0 0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1325	110	235	655	0	0	0	0	105	0	565
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	1325	110	235	655	0	0	0	0	105	0	565
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	1325	110	235	655	0	0	0	0	105	0	565
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:	0	1325	110	235	655	0	0	0	0	105	0	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1325	110	235	655	0	0	0	0	105	0	565
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1325	110	235	655	0	0	0	0	105	0	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.77	0.23	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4432	368	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.15	0.14	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0	1! 0 0	1	0	2 0 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1205	0	0	1165	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:	0	0	0	0	0	0	0	1205	0	0	1165	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:	0	0	0	0	0	0	0	1205	0	0	1165	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:	0	0	0	0	0	0	0	1205	0	0	1165	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1205	0	0	1165	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
FinalVolume:	0	0	0	0	0	0	0	1205	0	0	1165	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.46	0.00
Crit Moves:								****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	520	5	380	10	0	10	0	1200	310	195	765	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:	520	5	380	10	0	10	0	1200	310	195	765	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:	520	5	380	10	0	10	0	1200	310	195	765	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:	520	5	380	10	0	10	0	1200	310	195	765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	5	380	10	0	10	0	1200	310	195	765	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	
FinalVolume:	520	5	380	10	0	10	0	1200	310	195	765	0
OvlAdjVol:			185						47			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.98 0.02	2.00		0.50 0.00	0.50		1.00 2.00	1.00		2.00 2.00	0.00	
Final Sat.:	3170	30	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.16 0.16	0.13		0.01 0.00	0.01		0.00 0.38	0.19		0.07 0.24	0.00	
OvlAdjV/S:		0.06						0.03				
Crit Moves:	****			****				****		****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0	1 0	1	0	1	2	0	0 0 1
Volume Module:												
Base Vol:	60	220	0	0	235	700	940	0	235	0	0	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:	60	220	0	0	235	700	940	0	235	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:	60	220	0	0	235	700	940	0	235	0	0	0
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
PHF Volume:	60	220	0	0	235	700	940	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	220	0	0	235	700	940	0	0	0	0	0
PCE Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
FinalVolume:	60	220	0	0	235	700	940	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	1.00		1.00 1.00	1.00		2.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	1425 2850	1425		1425 1425	1425		2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04 0.08	0.00		0.00 0.16	0.49		0.33 0.00	0.00		0.00 0.00	0.00	
Crit Volume:	60			235			470			0		
Crit Moves:	****			****			****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	28	1105	0		16	444	530		860	0	5		0	2	75	
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:	28	1105	0		16	444	530		860	0	5		0	2	75	
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:	28	1105	0		16	444	530		860	0	5		0	2	75	
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	1105	0		16	444	530		860	0	5		0	2	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	1105	0		16	444	530		860	0	5		0	2	75	
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	
FinalVolume:	28	1105	0		16	444	530		860	0	5		0	2	75	
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	3.00	0.00		1.00	1.00	1.00		2.00	0.00	1.00		0.00	1.00	1.00	
Final Sat.:	1375	4125	0		1375	1375	1375		2750	0	1375		0	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.27	0.00		0.01	0.32	0.39		0.31	0.00	0.00		0.00	0.00	0.05	
Crit Volume:	28						530		430						75	
Crit Moves:	****						****		****						****	

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Scenario Report

Scenario:	2015 Red Proj 4 New Cranes AM
Command:	2015 Reduced Project 4 New Cranes AM
Volume:	2015 Reduced Project 4 New Cranes AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	220	0	0	135	685	0	0	0	5	275	100	1425
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	220	0	0	135	685	0	0	0	5	275	100	1425
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	140	0	0	225	235	0	0	0	0	600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	140	0	0	225	235	0	0	0	0	600
#3 Seaside Ave / Navy Way													
Base	80	0	595	0	0	0	0	2060	770	0	2030	0	5535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	0	595	0	0	0	0	2060	770	0	2030	0	5535
#4 Ferry St / SR 47 Ramps													
Base	0	190	255	5	380	0	0	0	0	265	0	0	1095
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	190	255	5	380	0	0	0	0	265	0	0	1095
#5 Anaheim St / Henry Ford Ave													
Base	110	55	55	120	225	55	80	800	260	40	990	125	2915
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	55	55	120	225	55	80	800	260	40	990	125	2915
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	125	125	90	175	375	25	55	0	140	25	5	50	1190
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	125	125	90	175	375	25	55	0	140	25	5	50	1190
#7 Alameda Street / Henry Ford Avenue													
Base	0	390	5	5	390	0	80	0	0	0	0	10	880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	390	5	5	390	0	80	0	0	0	0	10	880
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	280	0	335	220	860	0	0	850	155	2700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	280	0	335	220	860	0	0	850	155	2700
#9 Alameda St / PCH Ramp (O St)													
Base	0	400	395	225	595	0	0	0	0	140	0	235	1990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	400	395	225	595	0	0	0	0	140	0	235	1990

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	225	35	160	140	565	5	10	655	210	2040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	225	35	160	140	565	5	10	655	210	2040
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	560	70	350	940	0	0	0	0	45	0	330	2295
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	560	70	350	940	0	0	0	0	45	0	330	2295
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	795	0	0	870	0	1670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	795	0	0	870	0	1670
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	60	30	150	5	20	5	35	550	325	235	680	10	2105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	30	150	5	20	5	35	550	325	235	680	10	2105
#14 Ferry St / Terminal Way													
Base	140	100	0	0	210	435	315	0	115	0	0	0	1315
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	100	0	0	210	435	315	0	115	0	0	0	1315
#15 Navy Way / Reeves Ave													
Base	120	305	50	55	255	465	350	20	360	10	15	20	2025
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	305	50	55	255	465	350	20	360	10	15	20	2025
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Veh	V/C	Future LOS	Veh	V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.222	A	xxxxx	0.222	+ 0.000
# 3 Seaside Ave / Navy Way	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.230	A	xxxxx	0.230	+ 0.000
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.360	A	xxxxx	0.360	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.193	A	xxxxx	0.193	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000
# 15 Navy Way / Reeves Ave	C	xxxxx	0.720	C	xxxxx	0.720	+ 0.000

APL
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AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)				Ocean Blvd			
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		Ignore	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 2 0 0		0 0 2 0 2		0 0 0 0 0		1 0 2 0 1	
Volume Module:								
Base Vol:	5 220 0	0	0 135 685	0	0 0	0	5 275 100	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	1.00 1.00 1.00	1.00
Initial Bse:	5 220 0	0	0 135 685	0	0 0 0	0	5 275 100	0
Added Vol:	0 0 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
Initial Fut:	5 220 0	0	0 135 685	0	0 0 0	0	5 275 100	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 0.00	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 0.00	1.00
PHF Volume:	5 220 0	0	0 135 685	0	0 0 0	0	5 275 0	0
Reduct Vol:	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0
Reduced Vol:	5 220 0	0	0 135 685	0	0 0 0	0	5 275 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 0.00	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 0.00	1.00
FinalVolume:	5 220 0	0	0 135 685	0	0 0 0	0	5 275 0	0
Saturation Flow Module:								
Sat/Lane:	1600 1600 1600	1600	1600 1600 1600	1600	1600 1600 1600	1600	1600 1600 1600	1600
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00 0.90	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 2.00 2.00	0.00	0.00 0.00 0.00	0.00	1.00 2.00 1.00	0.00
Final Sat.:	1600 3200 0	0	0 3200 2880	0	0 0 0	0	1600 3200 1600	0
Capacity Analysis Module:								
Vol/Sat:	0.00 0.07 0.00	0.00	0.00 0.04 0.24	0.00	0.00 0.00 0.00	0.00	0.00 0.09 0.00	0.00
Crit Moves:	****		****				****	

APL
2015 Alt 3
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.222
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)				Ocean Blvd			
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		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 2 0 1		1 1 0 0 0		2 0 1 1 0		0 0 0 0 0	
Volume Module:								
Base Vol:	0 0 0	140	0 0	225	235 0	0	0 0	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	1.00 1.00 1.00	1.00
Initial Bse:	0 0 0	140	0 0	225	235 0	0	0 0	0
Added Vol:	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
Initial Fut:	0 0 0	140	0 0	225	235 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
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
PHF Volume:	0 0 0	140	0 0	225	235 0	0	0 0	0
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	0
Reduced Vol:	0 0 0	140	0 0	225	235 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
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	1.00
FinalVolume:	0 0 0	140	0 0	225	235 0	0	0 0	0
Saturation Flow Module:								
Sat/Lane:	1600 1600 1600	1600	1600 1600 1600	1600	1600 1600 1600	1600	1600 1600 1600	1600
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00 1.00	0.90	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00
Lanes:	0.00 2.00 1.00	2.00	0.00 0.00 0.00	2.00	2.00 0.00 0.00	0.00	0.00 0.00 0.00	0.00
Final Sat.:	0 3200 1600	3200	0 0 0	2880	3200 0	0	0 0 0	0
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00 0.00	0.04	0.00 0.00	0.08	0.07 0.00	0.00	0.00 0.00 0.00	0.00
Crit Moves:		****		****				

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	1
Volume Module:												
Base Vol:	80	0	595	0	0	0	0	2060	770	0	2030	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:	80	0	595	0	0	0	0	2060	770	0	2030	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:	80	0	595	0	0	0	0	2060	770	0	2030	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:	80	0	0	0	0	0	0	2060	770	0	2030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	0	0	0	0	0	0	2060	770	0	2030	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
FinalVolume:	80	0	0	0	0	0	0	2060	770	0	2030	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	0.48	0.54	0.00	0.47	0.00
Crit Volume:	0			0					770	0		
Crit Moves:	****								****	****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.230
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	190	255	5	380	0	0	0	0	265	0	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:	0	190	255	5	380	0	0	0	0	265	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:	0	190	255	5	380	0	0	0	0	265	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:	0	190	255	5	380	0	0	0	0	265	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	190	255	5	380	0	0	0	0	265	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
FinalVolume:	0	190	255	5	380	0	0	0	0	265	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.18	0.00	0.13	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Volume:		190			5				0		133	
Crit Moves:		****			****						****	

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	110	55	55	120	225	55	80	800	260	40	990	125
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:	110	55	55	120	225	55	80	800	260	40	990	125
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:	110	55	55	120	225	55	80	800	260	40	990	125
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:	110	55	55	120	225	55	80	800	0	40	990	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	55	55	120	225	55	80	800	0	40	990	125
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	110	55	55	120	225	55	80	800	0	40	990	125
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	1.00	1.00	1.00	2.41	0.59	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3435	840	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.07	0.07	0.06	0.28	0.00	0.03	0.35	0.09
Crit Volume:		55		120			80			495		
Crit Moves:	****			****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

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:	36	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	125	125	90	175	375	25	55	0	140	25	5	50
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:	125	125	90	175	375	25	55	0	140	25	5	50
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:	125	125	90	175	375	25	55	0	140	25	5	50
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:	125	125	0	175	375	25	55	0	140	25	5	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	125	0	175	375	25	55	0	140	25	5	50
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
FinalVolume:	125	125	0	175	375	25	55	0	140	25	5	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:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	0.00	1.00	0.83	0.17	1.00
Final Sat.:	1375	2750	1375	2750	2578	172	1375	0	1375	1146	229	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.00	0.06	0.15	0.15	0.04	0.00	0.10	0.02	0.02	0.04
Crit Volume:	125			200					140		30	
Crit Moves:	****			****					****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.193
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 14 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1 0	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	390	5	5	390	0	80	0	0	0	0	10
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	390	5	5	390	0	80	0	0	0	0	10
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	390	5	5	390	0	80	0	0	0	0	10
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	390	5	5	390	0	80	0	0	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	390	5	5	390	0	80	0	0	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	390	5	10	390	0	80	0	0	0	0	10
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	1.00	0.05	1.95	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	77	2923	0	1500	1500	0	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.06	0.13	0.00	0.05	0.00	0.00	0.00	0.00	0.01
Crit Volume:	0			200			80					10
Crit Moves:	****			****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	280	0	335	220	860	0	0	850	155
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	0	0	280	0	335	220	860	0	0	850	155
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	0	0	280	0	335	220	860	0	0	850	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	280	0	335	220	860	0	0	850	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	280	0	335	220	860	0	0	850	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	280	0	335	220	860	0	0	850	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3616	659
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.24	0.15	0.30	0.00	0.00	0.24	0.24
Crit Volume:	0			280			220				335	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	400	395	225	595	0	0	0	0	140	0	235
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	400	395	225	595	0	0	0	0	140	0	235
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	400	395	225	595	0	0	0	0	140	0	235
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	400	395	225	595	0	0	0	0	140	0	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	400	395	225	595	0	0	0	0	140	0	235
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
FinalVolume:	0	400	395	225	595	0	0	0	0	140	0	235
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	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.28	0.16	0.14	0.00	0.00	0.00	0.00	0.10	0.00	0.16
Crit Volume:			395	225					0	140		
Crit Moves:			****	****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	25	5	225	35	160	140	565	5	10	655	210
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:	5	25	5	225	35	160	140	565	5	10	655	210
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:	5	25	5	225	35	160	140	565	5	10	655	210
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:	5	25	5	225	35	160	140	565	5	10	655	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	225	35	160	140	565	5	10	655	210
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
FinalVolume:	5	25	5	225	35	160	140	565	5	10	655	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.73	0.27	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2769	431	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.08	0.08	0.10	0.09	0.18	0.00	0.01	0.41	0.13
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	560	70	350	940	0	0	0	0	45	0	330
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	560	70	350	940	0	0	0	0	45	0	330
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	560	70	350	940	0	0	0	0	45	0	330
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:	0	560	70	350	940	0	0	0	0	45	0	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	560	70	350	940	0	0	0	0	45	0	330
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	560	70	350	940	0	0	0	0	45	0	330
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.67	0.33	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4267	533	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.20	0.00	0.00	0.00	0.00	0.03	0.00	0.10
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	795	0	0	870	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:	0	0	0	0	0	0	5	795	0	0	870	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:	0	0	0	0	0	0	5	795	0	0	870	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:	0	0	0	0	0	0	5	795	0	0	870	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	795	0	0	870	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
FinalVolume:	0	0	0	0	0	0	5	795	0	0	870	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.34	0.00
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	TI Fwy (SR-103)									Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	60	30	150	5	20	5	35	550	325	235	680	10
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:	60	30	150	5	20	5	35	550	325	235	680	10
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:	60	30	150	5	20	5	35	550	325	235	680	10
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	30	150	5	20	5	35	550	325	235	680	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	30	150	5	20	5	35	550	325	235	680	10
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
FinalVolume:	60	30	150	5	20	5	35	550	325	235	680	10
OvlAdjVol:			0						280			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.33	0.67	2.00	0.16	0.67	0.17	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	2133	1067	2880	267	1067	267	1600	3200	1600	2880	3154	46
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.02	0.02	0.02	0.02	0.17	0.20	0.08	0.22	0.22
OvlAdjV/S:			0.00						0.17			
Crit Moves:	****				****			****		****		

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

Intersection #14 Ferry St / Terminal Way

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: 38 Level Of Service: A

Street Name:	Ferry St									Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	140	100	0	0	210	435	315	0	115	0	0	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:	140	100	0	0	210	435	315	0	115	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:	140	100	0	0	210	435	315	0	115	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	100	0	0	210	435	315	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	100	0	0	210	435	315	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	100	0	0	210	435	315	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.00	0.00	0.15	0.31	0.11	0.00	0.00	0.00	0.00	0.00
Crit Volume:	140					435	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	Navy Way					Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0	1 1 0	2	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	120	305	50	55	255	465	350	20	360	10	15	20
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:	120	305	50	55	255	465	350	20	360	10	15	20
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:	120	305	50	55	255	465	350	20	360	10	15	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:	120	305	50	55	255	465	350	20	360	10	15	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	305	50	55	255	465	350	20	360	10	15	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
FinalVolume:	120	305	50	55	255	465	350	20	360	10	15	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:	1.00	2.58	0.42	1.00	1.00	1.00	2.00	0.05	0.95	0.40	0.60	1.00
Final Sat.:	1375	3544	581	1375	1375	1375	2750	72	1303	550	825	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.19	0.34	0.13	0.28	0.28	0.02	0.02	0.01
Crit Volume:	120					465		380			25	
Crit Moves:	****					****		****			****	

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Scenario Report

Scenario:	2015 Red Proj 4 New Cranes MD
Command:	2015 Reduced Project 4 New Cranes MD
Volume:	2015 Reduced Project 4 New Cranes MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	290	0	0	255	420	0	0	0	5	235	150	1360
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	290	0	0	255	420	0	0	0	5	235	150	1360
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	260	5	0	290	300	0	0	0	0	860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	260	5	0	290	300	0	0	0	0	860
#3 Seaside Ave / Navy Way													
Base	315	0	1055	0	0	0	0	1240	815	0	1315	0	4740
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	315	0	1055	0	0	0	0	1240	815	0	1315	0	4740
#4 Ferry St / SR 47 Ramps													
Base	0	305	460	5	285	0	0	0	0	445	0	5	1505
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	305	460	5	285	0	0	0	0	445	0	5	1505
#5 Anaheim St / Henry Ford Ave													
Base	225	245	115	215	340	100	105	840	195	85	800	155	3420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	225	245	115	215	340	100	105	840	195	85	800	155	3420
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	125	25	30	5	20	195	25	185	105	235	215	1165
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	125	25	30	5	20	195	25	185	105	235	215	1165
#7 Alameda Street / Henry Ford Avenue													
Base	0	560	35	5	350	0	95	5	0	0	5	20	1075
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	560	35	5	350	0	95	5	0	0	5	20	1075
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	255	0	250	205	895	0	0	840	175	2620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	255	0	250	205	895	0	0	840	175	2620
#9 Alameda St / PCH Ramp (O St)													
Base	0	650	295	205	585	0	0	0	0	100	0	285	2120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	650	295	205	585	0	0	0	0	100	0	285	2120

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	150	30	115	175	495	10	10	555	290	1880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	150	30	115	175	495	10	10	555	290	1880
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	725	110	180	610	0	0	0	0	95	0	395	2115
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	725	110	180	610	0	0	0	0	95	0	395	2115
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	660	0	0	845	0	1510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	660	0	0	845	0	1510
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	425	5	215	0	25	5	20	590	325	165	305	10	2090
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	425	5	215	0	25	5	20	590	325	165	305	10	2090
#14 Ferry St / Terminal Way													
Base	85	230	0	0	220	510	540	0	215	0	0	0	1800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	85	230	0	0	220	510	540	0	215	0	0	0	1800
#15 Navy Way / Reeves Ave													
Base	60	545	5	15	300	500	770	5	110	15	10	50	2385
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	545	5	15	300	500	770	5	110	15	10	50	2385
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Veh	Del/ C	V/	Future LOS	Veh	Del/ C	V/	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx		0.372	A	xxxxx		0.372	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx		0.285	A	xxxxx		0.285	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx		0.418	A	xxxxx		0.418	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx		0.375	A	xxxxx		0.375	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx		0.615	B	xxxxx		0.615	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx		0.456	A	xxxxx		0.456	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx		0.270	A	xxxxx		0.270	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx		0.560	A	xxxxx		0.560	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx		0.435	A	xxxxx		0.435	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx		0.708	C	xxxxx		0.708	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx		0.560	A	xxxxx		0.560	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx		0.450	A	xxxxx		0.450	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx		0.575	A	xxxxx		0.575	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx		0.418	A	xxxxx		0.418	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx		0.713	C	xxxxx		0.713	+ 0.000 V/C

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	290	0	0	255	420	0	0	0	5	235	150
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:	5	290	0	0	255	420	0	0	0	5	235	150
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:	5	290	0	0	255	420	0	0	0	5	235	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	290	0	0	255	420	0	0	0	5	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	290	0	0	255	420	0	0	0	5	235	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	290	0	0	255	420	0	0	0	5	235	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.08	0.15	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****					****					****	

APL
2015 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	260	5	0	290	300	0	0	0	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:	0	5	0	260	5	0	290	300	0	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:	0	5	0	260	5	0	290	300	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:	0	5	0	260	5	0	290	300	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	260	5	0	290	300	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
FinalVolume:	0	5	0	260	5	0	290	300	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.96	0.04	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3140	60	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.00	0.10	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

APL
2015 Alt 3
MD Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

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: 64 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	315	0	1055	0	0	0	0	1240	815	0	1315	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:	315	0	1055	0	0	0	0	1240	815	0	1315	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:	315	0	1055	0	0	0	0	1240	815	0	1315	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:	315	0	0	0	0	0	0	1240	815	0	1315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	0	0	0	0	0	0	1240	815	0	1315	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
FinalVolume:	315	0	0	0	0	0	0	1240	815	0	1315	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:	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.57	0.00	0.31	0.00
Crit Volume:	158				0			413			438	
Crit Moves:	****										****	

APL
2015 Alt 3
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	305	460	5	285	0	0	0	0	445	0	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:	0	305	460	5	285	0	0	0	0	445	0	5
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	305	460	5	285	0	0	0	0	445	0	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:	0	305	460	5	285	0	0	0	0	445	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	305	460	5	285	0	0	0	0	445	0	5
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
FinalVolume:	0	305	460	5	285	0	0	0	0	445	0	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:	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	0.21	0.32	0.00	0.10	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:		305			5				0		225	
Crit Moves:		****			****						****	

APL
2015 Alt 3
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

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: 48 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	225	245	115	215	340	100	105	840	195	85	800	155
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:	225	245	115	215	340	100	105	840	195	85	800	155
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:	225	245	115	215	340	100	105	840	195	85	800	155
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:	225	245	115	215	340	100	105	840	0	85	800	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	245	115	215	340	100	105	840	0	85	800	155
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	225	245	115	215	340	100	105	840	0	85	800	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.44	1.56	1.00	1.00	2.32	0.68	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2047	2228	1425	1425	3303	972	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.08	0.15	0.10	0.10	0.07	0.29	0.00	0.06	0.28	0.11
Crit Volume:	157			215			105			400		
Crit Moves:	****			****			****			****		

APL
2015 Alt 3
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	125	25	30	5	20	195	25	185	105	235	215
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	125	25	30	5	20	195	25	185	105	235	215
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	125	25	30	5	20	195	25	185	105	235	215
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:	0	125	0	30	5	20	195	25	185	105	235	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	125	0	30	5	20	195	25	185	105	235	215
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
FinalVolume:	0	125	0	30	5	20	195	25	185	105	235	215
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	2.00	1.00	2.00	1.00	1.00	1.00	0.12	0.88	0.31	0.69	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	164	1211	425	950	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.01	0.00	0.01	0.14	0.15	0.15	0.25	0.25	0.16
Crit Volume:		63		15					210		340	
Crit Moves:		****		****					****		****	

APL
2015 Alt 3
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.270
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1 0	0 1	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	560	35	5	350	0	95	5	0	0	5	20
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	560	35	5	350	0	95	5	0	0	5	20
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	560	35	5	350	0	95	5	0	0	5	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:	0	560	35	5	350	0	95	5	0	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	560	35	5	350	0	95	5	0	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	560	35	10	350	0	95	5	0	0	5	20
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	1.00	0.06	1.94	0.00	1.00	1.00	0.00	0.00	0.20	0.80
Final Sat.:	0	3000	1500	86	2914	0	1500	1500	0	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.02	0.06	0.12	0.00	0.06	0.00	0.00	0.00	0.02	0.02
Crit Volume:		280		5			95				25	
Crit Moves:		****		****			****				****	

APL
2015 Alt 3
MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

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: 52 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1 0	2 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	255	0	250	205	895	0	0	840	175
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	0	0	255	0	250	205	895	0	0	840	175
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	0	0	255	0	250	205	895	0	0	840	175
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	255	0	250	205	895	0	0	840	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	250	205	895	0	0	840	175
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
FinalVolume:	0	0	0	255	0	250	205	895	0	0	840	175
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.48	0.52
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3538	737
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.14	0.31	0.00	0.00	0.24	0.24
Crit Volume:		0		255			205				338	
Crit Moves:				****			****				****	

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MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	650	295	205	585	0	0	0	0	100	0	285
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	650	295	205	585	0	0	0	0	100	0	285
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	650	295	205	585	0	0	0	0	100	0	285
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	650	295	205	585	0	0	0	0	100	0	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	650	295	205	585	0	0	0	0	100	0	285
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
FinalVolume:	0	650	295	205	585	0	0	0	0	100	0	285
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	2.06	0.94	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2940	1335	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.14	0.14	0.00	0.00	0.00	0.00	0.07	0.00	0.20
Crit Volume:		315		205				0		100		
Crit Moves:		****		****						****		

APL
2015 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	150	30	115	175	495	10	10	555	290
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:	10	25	15	150	30	115	175	495	10	10	555	290
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:	10	25	15	150	30	115	175	495	10	10	555	290
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:	10	25	15	150	30	115	175	495	10	10	555	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	150	30	115	175	495	10	10	555	290
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
FinalVolume:	10	25	15	150	30	115	175	495	10	10	555	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.67	0.33	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2667	533	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.06	0.07	0.11	0.15	0.01	0.01	0.35	0.18
Crit Moves:		****		****			****				****	

APL
2015 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	725	110	180	610	0	0	0	0	95	0	395
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	725	110	180	610	0	0	0	0	95	0	395
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	725	110	180	610	0	0	0	0	95	0	395
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:	0	725	110	180	610	0	0	0	0	95	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	725	110	180	610	0	0	0	0	95	0	395
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	725	110	180	610	0	0	0	0	95	0	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.60	0.40	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4168	632	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.11	0.13	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:		****		****								****

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	660	0	0	845	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
FinalVolume:	0	0	0	0	0	5	0	660	0	0	845	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.33	0.00
Crit Moves:					****			****			****	

APL
2015 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 0	1 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	425	5	215	0	25	5	20	590	325	165	305	10
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:	425	5	215	0	25	5	20	590	325	165	305	10
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:	425	5	215	0	25	5	20	590	325	165	305	10
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:	425	5	215	0	25	5	20	590	325	165	305	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	5	215	0	25	5	20	590	325	165	305	10
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
FinalVolume:	425	5	215	0	25	5	20	590	325	165	305	10
OvlAdjVol:			50						110			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.83	0.17	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	3163	37	2880	0	1333	267	1600	3200	1600	2880	3098	102
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.00	0.02	0.02	0.01	0.18	0.20	0.06	0.10	0.10
OvlAdjV/S:			0.02						0.07			
Crit Moves:	****			****			****			****		

APL
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MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

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: 39 Level Of Service: A

Street Name:	Ferry St								Terminal Way			
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	85	230	0	0	220	510	540	0	215	0	0	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:	85	230	0	0	220	510	540	0	215	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:	85	230	0	0	220	510	540	0	215	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	85	230	0	0	220	510	540	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	230	0	0	220	510	540	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	85	230	0	0	220	510	540	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.00	0.00	0.15	0.36	0.19	0.00	0.00	0.00	0.00	0.00
Crit Volume:	85					510	0				0	
Crit Moves:	****					****	****					

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MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

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

Street Name:	Navy Way							Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	1	1	0	2	0	0	1	0	0	1	0	0	1
Volume Module:																
Base Vol:	60	545	5		15	300	500		770	5		110	15		10	50
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:	60	545	5		15	300	500		770	5		110	15		10	50
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:	60	545	5		15	300	500		770	5		110	15		10	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:	60	545	5		15	300	500		770	5		110	15		10	50
Reduct Vol:	0	0	0		0	0	0		0	0		0	0		0	0
Reduced Vol:	60	545	5		15	300	500		770	5		110	15		10	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
FinalVolume:	60	545	5		15	300	500		770	5		110	15		10	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:	1.00	2.97	0.03		1.00	1.00	1.00		2.00	0.04		0.96	0.60		0.40	1.00
Final Sat.:	1375	4088	38		1375	1375	1375		2750	60		1315	825		550	1375
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13	0.13		0.01	0.22	0.36		0.28	0.08		0.08	0.02		0.02	0.04
Crit Volume:	60						500		385							50
Crit Moves:	****						****		****							****

APL
2015 Alt 3
PM Peak Hour

Scenario Report

Scenario:	2015 Red Proj 4 New Cranes PM
Command:	2015 Reduced Project 4 New Cranes PM
Volume:	2015 Reduced Project 4 New Cranes PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2015 Alt 3
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	435	0	0	135	605	0	0	0	15	325	195	1720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	435	0	0	135	605	0	0	0	15	325	195	1720
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	185	0	0	440	350	0	0	0	0	985
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	185	0	0	440	350	0	0	0	0	985
#3 Seaside Ave / Navy Way													
Base	555	0	560	0	0	0	0	2370	630	0	2300	0	6415
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	555	0	560	0	0	0	0	2370	630	0	2300	0	6415
#4 Ferry St / SR 47 Ramps													
Base	0	325	280	5	250	0	0	0	0	270	0	5	1135
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	325	280	5	250	0	0	0	0	270	0	5	1135
#5 Anaheim St / Henry Ford Ave													
Base	340	300	220	205	270	60	100	1135	280	100	1270	205	4485
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	340	300	220	205	270	60	100	1135	280	100	1270	205	4485
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	405	40	100	345	50	70	0	10	80	0	365	1475
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	405	40	100	345	50	70	0	10	80	0	365	1475
#7 Alameda Street / Henry Ford Avenue													
Base	0	615	20	5	220	0	125	0	0	20	5	30	1040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	615	20	5	220	0	125	0	0	20	5	30	1040
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	345	0	525	255	1260	0	0	1020	190	3595
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	345	0	525	255	1260	0	0	1020	190	3595
#9 Alameda St / PCH Ramp (O St)													
Base	0	720	560	310	755	0	0	0	0	100	0	345	2790
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	720	560	310	755	0	0	0	0	100	0	345	2790

APL
2015 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	160	20	140	230	840	0	0	680	345	2480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	160	20	140	230	840	0	0	680	345	2480
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1105	65	255	535	0	0	0	0	45	0	570	2575
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1105	65	255	535	0	0	0	0	45	0	570	2575
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1020	0	0	1025	0	2045
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1020	0	0	1025	0	2045
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	390	5	340	10	0	10	0	1070	290	140	440	0	2695
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	390	5	340	10	0	10	0	1070	290	140	440	0	2695
#14 Ferry St / Terminal Way													
Base	70	180	0	0	185	335	425	0	180	0	0	0	1375
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	180	0	0	185	335	425	0	180	0	0	0	1375
#15 Navy Way / Reeves Ave													
Base	20	430	0	20	195	415	595	0	5	0	5	95	1780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	430	0	20	195	415	595	0	5	0	5	95	1780
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Alt 3
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Veh	Del/ C	V/	Future LOS	Veh	Del/ C	V/	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx		0.468	A	xxxxx		0.468	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx		0.314	A	xxxxx		0.314	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	C	xxxxx		0.749	C	xxxxx		0.749	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx		0.328	A	xxxxx		0.328	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	D	xxxxx		0.814	D	xxxxx		0.814	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx		0.464	A	xxxxx		0.464	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx		0.328	A	xxxxx		0.328	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	C	xxxxx		0.704	C	xxxxx		0.704	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	B	xxxxx		0.681	B	xxxxx		0.681	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx		0.825	D	xxxxx		0.825	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx		0.731	C	xxxxx		0.731	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx		0.520	A	xxxxx		0.520	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx		0.699	B	xxxxx		0.699	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx		0.328	A	xxxxx		0.328	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	A	xxxxx		0.587	A	xxxxx		0.587	+ 0.000 V/C

APL
2015 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.468
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	435	0	0	135	605	0	0	0	15	325	195
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:	10	435	0	0	135	605	0	0	0	15	325	195
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:	10	435	0	0	135	605	0	0	0	15	325	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	435	0	0	135	605	0	0	0	15	325	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	435	0	0	135	605	0	0	0	15	325	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	435	0	0	135	605	0	0	0	15	325	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.00	0.00	0.04	0.21	0.00	0.00	0.00	0.01	0.10	0.00
Crit Moves:	****					****					****	

APL
2015 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	185	0	0	440	350	0	0	0	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:	0	5	5	185	0	0	440	350	0	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:	0	5	5	185	0	0	440	350	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:	0	5	5	185	0	0	440	350	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	185	0	0	440	350	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
FinalVolume:	0	5	5	185	0	0	440	350	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.15	0.11	0.00	0.00	0.00	0.00
Crit Moves:				****	****			****				

APL
2015 Alt 3
PM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	555	0	560	0	0	0	0	2370	630	0	2300	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:	555	0	560	0	0	0	0	2370	630	0	2300	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:	555	0	560	0	0	0	0	2370	630	0	2300	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:	555	0	0	0	0	0	0	2370	630	0	2300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	555	0	0	0	0	0	0	2370	630	0	2300	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
FinalVolume:	555	0	0	0	0	0	0	2370	630	0	2300	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	0.55	0.44	0.00	0.54	0.00
Crit Volume:	278			0			790			0		
Crit Moves:	****						****			****		

APL
2015 Alt 3
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	325	280	5	250	0	0	0	0	270	0	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:	0	325	280	5	250	0	0	0	0	270	0	5
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	325	280	5	250	0	0	0	0	270	0	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:	0	325	280	5	250	0	0	0	0	270	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	325	280	5	250	0	0	0	0	270	0	5
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
FinalVolume:	0	325	280	5	250	0	0	0	0	270	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.96	0.00	0.04
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2798	0	52
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.20	0.00	0.09	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Volume:		325		5						0	137	
Crit Moves:		****		****							****	

APL
2015 Alt 3
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	340	300	220	205	270	60	100	1135	280	100	1270	205
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:	340	300	220	205	270	60	100	1135	280	100	1270	205
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:	340	300	220	205	270	60	100	1135	280	100	1270	205
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:	340	300	220	205	270	60	100	1135	0	100	1270	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	300	220	205	270	60	100	1135	0	100	1270	205
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	340	300	220	205	270	60	100	1135	0	100	1270	205
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:	1.59	1.41	1.00	1.00	2.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2271	2004	1425	1425	3498	777	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.14	0.08	0.08	0.07	0.40	0.00	0.07	0.45	0.14
Crit Volume:			220	205			100			635		
Crit Moves:			****	****			****			****		

APL
2015 Alt 3
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	405	40	100	345	50	70	0	10	80	0	365
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:	10	405	40	100	345	50	70	0	10	80	0	365
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:	10	405	40	100	345	50	70	0	10	80	0	365
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:	10	405	0	100	345	50	70	0	10	80	0	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	405	0	100	345	50	70	0	10	80	0	365
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
FinalVolume:	10	405	0	100	345	50	70	0	10	80	0	365
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	2.00	1.00	2.00	1.75	0.25	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2402	348	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.06	0.00	0.27
Crit Volume:		203			0			70				365
Crit Moves:		****			****			****				****

APL
2015 Alt 3
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0 0	1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	615	20	5	220	0	125	0	0	20	5	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:	0	615	20	5	220	0	125	0	0	20	5	30
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	615	20	5	220	0	125	0	0	20	5	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:	0	615	20	5	220	0	125	0	0	20	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	615	20	5	220	0	125	0	0	20	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	615	20	20	220	0	125	0	0	20	5	30
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	1.00	0.19	1.81	0.00	1.00	1.00	0.00	0.36	0.09	0.55
Final Sat.:	0	3000	1500	286	2714	0	1500	1500	0	545	136	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.01	0.02	0.08	0.00	0.08	0.00	0.00	0.04	0.04	0.04
Crit Volume:		308		5			125					55
Crit Moves:		****		****			****					****

APL
2015 Alt 3
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	345	0	525	255	1260	0	0	1020	190
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	0	0	345	0	525	255	1260	0	0	1020	190
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	0	0	345	0	525	255	1260	0	0	1020	190
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	345	0	525	255	1260	0	0	1020	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	525	255	1260	0	0	1020	190
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
FinalVolume:	0	0	0	345	0	525	255	1260	0	0	1020	190
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3604	671
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.37	0.18	0.44	0.00	0.00	0.28	0.28
Crit Volume:		0		345			255					403
Crit Moves:				****			****					****

APL
2015 Alt 3
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	720	560	310	755	0	0	0	0	100	0	345
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	720	560	310	755	0	0	0	0	100	0	345
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	720	560	310	755	0	0	0	0	100	0	345
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	560	310	755	0	0	0	0	100	0	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	720	560	310	755	0	0	0	0	100	0	345
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
FinalVolume:	0	720	560	310	755	0	0	0	0	100	0	345
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	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.39	0.22	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.24
Crit Volume:			560	310				0		100		
Crit Moves:			****	****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	160	20	140	230	840	0	0	680	345
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:	5	40	20	160	20	140	230	840	0	0	680	345
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:	5	40	20	160	20	140	230	840	0	0	680	345
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:	5	40	20	160	20	140	230	840	0	0	680	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	160	20	140	230	840	0	0	680	345
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
FinalVolume:	5	40	20	160	20	140	230	840	0	0	680	345
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.78	0.22	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2844	356	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.26	0.00	0.00	0.43	0.22
Crit Moves:		****		****			****				****	

APL
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PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1105	65	255	535	0	0	0	0	45	0	570
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	1105	65	255	535	0	0	0	0	45	0	570
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	1105	65	255	535	0	0	0	0	45	0	570
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:	0	1105	65	255	535	0	0	0	0	45	0	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1105	65	255	535	0	0	0	0	45	0	570
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1105	65	255	535	0	0	0	0	45	0	570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.83	0.17	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4533	267	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.16	0.11	0.00	0.00	0.00	0.00	0.03	0.00	0.18
Crit Moves:		****		****								****

APL
2015 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1020	0	0	1025	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:	0	0	0	0	0	0	0	1020	0	0	1025	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:	0	0	0	0	0	0	0	1020	0	0	1025	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:	0	0	0	0	0	0	0	1020	0	0	1025	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1020	0	0	1025	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
FinalVolume:	0	0	0	0	0	0	0	1020	0	0	1025	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.40	0.00
Crit Moves:							****				****	

APL
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PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	390	5	340	10	0	10	0	1070	290	140	440	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:	390	5	340	10	0	10	0	1070	290	140	440	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:	390	5	340	10	0	10	0	1070	290	140	440	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	5	340	10	0	10	0	1070	290	140	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	5	340	10	0	10	0	1070	290	140	440	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
FinalVolume:	390	5	340	10	0	10	0	1070	290	140	440	0
OvlAdjVol:			200						92			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.97	0.03	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3159	41	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.01	0.00	0.01	0.00	0.33	0.18	0.05	0.14	0.00
OvlAdjV/S:			0.07						0.06			
Crit Moves:	****			****				****		****		

APL
2015 Alt 3
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	70	180	0	0	185	335	425	0	180	0	0	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	180	0	0	185	335	425	0	180	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:	70	180	0	0	185	335	425	0	180	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	70	180	0	0	185	335	425	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	180	0	0	185	335	425	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	70	180	0	0	185	335	425	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.00	0.13	0.24	0.15	0.00	0.00	0.00	0.00	0.00
Crit Volume:	70				185		213				0	
Crit Moves:	****				****		****					

APL
2015 Alt 3
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	Navy Way					Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	1	1 0	2 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	20	430	0	20	195	415	595	0	5	0	5	95
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	430	0	20	195	415	595	0	5	0	5	95
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	430	0	20	195	415	595	0	5	0	5	95
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	430	0	20	195	415	595	0	5	0	5	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	430	0	20	195	415	595	0	5	0	5	95
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
FinalVolume:	20	430	0	20	195	415	595	0	5	0	5	95
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.00	0.01	0.14	0.30	0.22	0.00	0.00	0.00	0.00	0.07
Crit Volume:	20					415	298					95
Crit Moves:	****					****	****					****

APL
2020 Alt 3
AM Peak Hour

Scenario Report

Scenario:	2020 Red Proj 4 New Cranes AM
Command:	2020 Reduced Project 4 New Cranes AM
Volume:	2020 Reduced Project 4 New Cranes AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2020 Alt 3
AM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	440	0	0	270	765	0	0	0	15	400	290	2185
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	440	0	0	270	765	0	0	0	15	400	290	2185
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	285	0	0	445	300	0	0	0	0	1030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	285	0	0	445	300	0	0	0	0	1030
#3 Seaside Ave / Navy Way													
Base	205	0	605	0	0	0	0	2270	805	0	2365	0	6250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	205	0	605	0	0	0	0	2270	805	0	2365	0	6250
#4 Ferry St / SR 47 Ramps													
Base	0	195	305	25	440	0	0	0	0	210	0	5	1180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	195	305	25	440	0	0	0	0	210	0	5	1180
#5 Anaheim St / Henry Ford Ave													
Base	260	60	75	70	130	55	90	945	325	30	1175	75	3290
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	260	60	75	70	130	55	90	945	325	30	1175	75	3290
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	135	230	125	145	480	15	55	0	165	75	5	130	1560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	230	125	145	480	15	55	0	165	75	5	130	1560
#7 Alameda Street / Henry Ford Avenue													
Base	0	425	5	5	475	0	165	0	20	0	0	10	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	425	5	5	475	0	165	0	20	0	0	10	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	120	0	145	220	1025	0	0	925	135	2570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	120	0	145	220	1025	0	0	925	135	2570
#9 Alameda St / PCH Ramp (O St)													
Base	0	700	265	0	815	0	0	0	0	175	0	180	2135
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	700	265	0	815	0	0	0	0	175	0	180	2135

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	280	35	155	145	620	5	10	690	270	2245
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	280	35	155	145	620	5	10	690	270	2245
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	720	100	370	1120	0	0	0	0	70	0	370	2750
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	720	100	370	1120	0	0	0	0	70	0	370	2750
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	905	0	0	965	0	1875
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	905	0	0	965	0	1875
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	195	40	275	5	15	5	25	580	325	200	990	5	2660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	195	40	275	5	15	5	25	580	325	200	990	5	2660
#14 Ferry St / Terminal Way													
Base	115	110	0	0	215	430	360	0	110	0	0	0	1340
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	115	110	0	0	215	430	360	0	110	0	0	0	1340
#15 Navy Way / Reeves Ave													
Base	136	380	50	28	293	485	415	4	306	10	4	15	2126
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	136	380	50	28	293	485	415	4	306	10	4	15	2126
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 3
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 3
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 3
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 3
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 3
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 Ocean Blvd / Terminal Island F	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.344	A	xxxxx	0.344	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.232	A	xxxxx	0.232	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.456	A	xxxxx	0.456	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.278	A	xxxxx	0.278	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.352	A	xxxxx	0.352	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.382	A	xxxxx	0.382	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C

APL
2020 Alt 3
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	440	0	0	270	765	0	0	0	15	400	290
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:	5	440	0	0	270	765	0	0	0	15	400	290
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:	5	440	0	0	270	765	0	0	0	15	400	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	440	0	0	270	765	0	0	0	15	400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	440	0	0	270	765	0	0	0	15	400	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	440	0	0	270	765	0	0	0	15	400	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.08	0.27	0.00	0.00	0.00	0.01	0.13	0.00
Crit Moves:	****					****					****	

APL
2020 Alt 3
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.344
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	285	0	0	445	300	0	0	0	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:	0	0	0	285	0	0	445	300	0	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:	0	0	0	285	0	0	445	300	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:	0	0	0	285	0	0	445	300	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	285	0	0	445	300	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
FinalVolume:	0	0	0	285	0	0	445	300	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.15	0.09	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

APL
2020 Alt 3
AM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.232
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	195	305	25	440	0	0	0	0	210	0	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:	0	195	305	25	440	0	0	0	0	210	0	5
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	195	305	25	440	0	0	0	0	210	0	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:	0	195	305	25	440	0	0	0	0	210	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	195	305	25	440	0	0	0	0	210	0	5
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
FinalVolume:	0	195	305	25	440	0	0	0	0	210	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.95	0.00	0.05
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2784	0	66
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.21	0.02	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Volume:			305	25					0			0
Crit Moves:			****	****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	260	60	75	70	130	55	90	945	325	30	1175	75
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:	260	60	75	70	130	55	90	945	325	30	1175	75
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:	260	60	75	70	130	55	90	945	325	30	1175	75
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:	260	60	75	70	130	55	90	945	0	30	1175	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	60	75	70	130	55	90	945	0	30	1175	75
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	260	60	75	70	130	55	90	945	0	30	1175	75
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	1.00	1.00	1.00	2.11	0.89	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3004	1271	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.05	0.05	0.04	0.04	0.06	0.33	0.00	0.02	0.41	0.05
Crit Volume:	130			70			90			588		
Crit Moves:	****			****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	135	230	125	145	480	15	55	0	165	75	5	130
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:	135	230	125	145	480	15	55	0	165	75	5	130
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:	135	230	125	145	480	15	55	0	165	75	5	130
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:	135	230	0	145	480	15	55	0	165	75	5	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	230	0	145	480	15	55	0	165	75	5	130
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
FinalVolume:	135	230	0	145	480	15	55	0	165	75	5	130
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.94	0.06	1.00
Final Sat.:	1375	2750	1375	2750	2667	83	1375	0	1375	1289	86	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.00	0.05	0.18	0.18	0.04	0.00	0.12	0.06	0.06	0.09
Crit Volume:	135					248			165			80
Crit Moves:	****					****			****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	5	5	475	0	165	0	20	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	5	10	475	0	165	0	20	0	0	10
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	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	63	2937	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.08	0.16	0.00	0.11	0.00	0.01	0.00	0.00	0.01
Crit Volume:	0					243			165			10
Crit Moves:	****					****			****			****

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

Intersection #8 PCH/Alameda Ramp (O St)

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:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	120	0	145	220	1025	0	0	925	135
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	0	0	120	0	145	220	1025	0	0	925	135
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	0	0	120	0	145	220	1025	0	0	925	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:	0	0	0	120	0	145	220	1025	0	0	925	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	145	220	1025	0	0	925	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	145	220	1025	0	0	925	135
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.62	0.38
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3731	544
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.10	0.15	0.36	0.00	0.00	0.25	0.25
Crit Volume:		0		120			220			353		
Crit Moves:				****			****			****		

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	700	265	0	815	0	0	0	0	175	0	180
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	700	265	0	815	0	0	0	0	175	0	180
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	700	265	0	815	0	0	0	0	175	0	180
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	700	265	0	815	0	0	0	0	175	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	700	265	0	815	0	0	0	0	175	0	180
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
FinalVolume:	0	700	265	0	815	0	0	0	0	175	0	180
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	2.18	0.82	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3101	1174	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.19	0.00	0.00	0.00	0.00	0.12	0.00	0.13
Crit Volume:			322		0			0				180
Crit Moves:			****	****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	25	5	280	35	155	145	620	5	10	690	270
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:	5	25	5	280	35	155	145	620	5	10	690	270
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:	5	25	5	280	35	155	145	620	5	10	690	270
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:	5	25	5	280	35	155	145	620	5	10	690	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	280	35	155	145	620	5	10	690	270
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
FinalVolume:	5	25	5	280	35	155	145	620	5	10	690	270
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.78	0.22	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2844	356	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.10	0.10	0.10	0.09	0.19	0.00	0.01	0.43	0.17
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	720	100	370	1120	0	0	0	0	70	0	370
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	720	100	370	1120	0	0	0	0	70	0	370
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	720	100	370	1120	0	0	0	0	70	0	370
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:	0	720	100	370	1120	0	0	0	0	70	0	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	720	100	370	1120	0	0	0	0	70	0	370
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	720	100	370	1120	0	0	0	0	70	0	370
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.63	0.37	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4215	585	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.23	0.23	0.00	0.00	0.00	0.00	0.04	0.00	0.12
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	905	0	0	965	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:	0	0	0	0	0	0	5	905	0	0	965	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:	0	0	0	0	0	0	5	905	0	0	965	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:	0	0	0	0	0	0	5	905	0	0	965	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	905	0	0	965	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	
FinalVolume:	0	0	0	0	0	0	5	905	0	0	965	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80	
Lanes:	0.00 0.00	0.00		0.00 1.00	0.00		1.00 2.00	0.00		0.00 2.00	1.00	
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.00 0.00	0.00		0.00 0.35	0.00		0.00 0.38	0.00	
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	195	40	275	5	15	5	25	580	325	200	990	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:	195	40	275	5	15	5	25	580	325	200	990	5
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:	195	40	275	5	15	5	25	580	325	200	990	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:	195	40	275	5	15	5	25	580	325	200	990	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	40	275	5	15	5	25	580	325	200	990	5
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	
FinalVolume:	195	40	275	5	15	5	25	580	325	200	990	5
OvlAdjVol:			75						207			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		1.00 0.90	1.00	
Lanes:	1.66 0.34	2.00		0.20 0.60	0.20		1.00 2.00	1.00		2.00 1.99	0.01	
Final Sat.:	2655 545	2880		320 960	320		1600 3200	1600		2880 3184	16	
Capacity Analysis Module:												
Vol/Sat:	0.07 0.07	0.10		0.02 0.02	0.02		0.02 0.18	0.20		0.07 0.31	0.31	
OvlAdjV/S:		0.03						0.13				
Crit Moves:	****			****			****			****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	115	110	0	0	215	430	360	0	110	0	0	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:	115	110	0	0	215	430	360	0	110	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:	115	110	0	0	215	430	360	0	110	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	115	110	0	0	215	430	360	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	110	0	0	215	430	360	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	115	110	0	0	215	430	360	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.00	0.00	0.15	0.30	0.13	0.00	0.00	0.00	0.00	0.00
Crit Volume:	115					430	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	136	380	50	28	293	485	415	4	306	10	4	15
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:	136	380	50	28	293	485	415	4	306	10	4	15
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:	136	380	50	28	293	485	415	4	306	10	4	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:	136	380	50	28	293	485	415	4	306	10	4	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	380	50	28	293	485	415	4	306	10	4	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	380	50	28	293	485	415	4	306	10	4	15
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	2.65	0.35	1.00	1.00	1.00	2.00	0.01	0.99	0.71	0.29	1.00
Final Sat.:	1375	3645	480	1375	1375	1375	2750	18	1357	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.21	0.35	0.15	0.23	0.23	0.01	0.01	0.01
Crit Volume:	136					485			310		14	
Crit Moves:	****					****			****		****	

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Scenario Report

Scenario:	2020 Red Proj 4 New Cranes MD
Command:	2020 Reduced Project 4 New Cranes MD
Volume:	2020 Reduced Project 4 New Cranes MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	575	0	0	325	465	0	0	0	5	205	210	1790
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	575	0	0	325	465	0	0	0	5	205	210	1790
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	330	5	0	575	275	0	0	0	0	1190
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	330	5	0	575	275	0	0	0	0	1190
#3 Seaside Ave / Navy Way													
Base	390	0	1055	0	0	0	0	1490	855	0	1490	0	5280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	390	0	1055	0	0	0	0	1490	855	0	1490	0	5280
#4 Ferry St / SR 47 Ramps													
Base	0	310	470	5	275	0	0	0	0	465	0	5	1530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	310	470	5	275	0	0	0	0	465	0	5	1530
#5 Anaheim St / Henry Ford Ave													
Base	245	190	85	155	255	105	130	985	245	80	1005	135	3615
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	245	190	85	155	255	105	130	985	245	80	1005	135	3615
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	45	10	30	0	15	205	35	140	70	240	200	990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	45	10	30	0	15	205	35	140	70	240	200	990
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	100	0	110	220	960	0	0	880	170	2440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	100	0	110	220	960	0	0	880	170	2440
#9 Alameda St / PCH Ramp (O St)													
Base	0	830	210	0	740	0	0	0	0	120	0	275	2175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	830	210	0	740	0	0	0	0	120	0	275	2175

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	175	30	100	165	555	10	10	590	330	2015
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	175	30	100	165	555	10	10	590	330	2015
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	890	150	155	715	0	0	0	0	145	0	375	2430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	890	150	155	715	0	0	0	0	145	0	375	2430
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	740	0	0	910	0	1655
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	740	0	0	910	0	1655
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	495	5	210	0	25	10	20	680	320	175	455	10	2405
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	495	5	210	0	25	10	20	680	320	175	455	10	2405
#14 Ferry St / Terminal Way													
Base	55	240	0	0	235	505	535	0	205	0	0	0	1775
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	240	0	0	235	505	535	0	205	0	0	0	1775
#15 Navy Way / Reeves Ave													
Base	68	565	5	8	318	525	830	1	159	15	2	50	2546
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	68	565	5	8	318	525	830	1	159	15	2	50	2546
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 3
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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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
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.394	A	xxxxx	0.394	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.386	A	xxxxx	0.386	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.475	A	xxxxx	0.475	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C

APL
2020 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)				Ocean Blvd			
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		Ignore	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 2 0 0		0 0 2 0 2		0 0 0 0 0		1 0 2 0 1	
Volume Module:								
Base Vol:	5 575	0	0 325	465	0 0	0	5 205	210
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:	5 575	0	0 325	465	0 0	0	5 205	210
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:	5 575	0	0 325	465	0 0	0	5 205	210
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Volume:	5 575	0	0 325	465	0 0	0	5 205	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	5 575	0	0 325	465	0 0	0	5 205	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	0.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
FinalVolume:	5 575	0	0 325	465	0 0	0	5 205	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	0.90	1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	1.00 2.00	0.00	0.00 2.00	2.00	0.00 0.00	0.00	1.00 2.00	1.00
Final Sat.:	1600 3200	0	0 3200	2880	0 0	0	1600 3200	1600
Capacity Analysis Module:								
Vol/Sat:	0.00 0.18	0.00	0.00 0.10	0.16	0.00 0.00	0.00	0.00 0.06	0.00
Crit Moves:	****		****				****	

APL
2020 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)				Ocean Blvd			
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		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 2 0 1		1 1 0 0 0		2 0 1 1 0		0 0 0 0 0	
Volume Module:								
Base Vol:	0 5	0	330 5	0	575 275	0	0 0	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:	0 5	0	330 5	0	575 275	0	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:	0 5	0	330 5	0	575 275	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:	0 5	0	330 5	0	575 275	0	0 0	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	0 5	0	330 5	0	575 275	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
FinalVolume:	0 5	0	330 5	0	575 275	0	0 0	0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	0.90 1.00	1.00	1.00 1.00	1.00
Lanes:	0.00 2.00	1.00	1.97 0.03	0.00	2.00 2.00	0.00	0.00 0.00	0.00
Final Sat.:	0 3200	1600	3152 48	0	2880 3200	0	0 0	0
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00	0.00	0.10 0.10	0.00	0.20 0.09	0.00	0.00 0.00	0.00
Crit Moves:	****		****		****			

APL
2020 Alt 3
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	310	470	5	275	0	0	0	0	465	0	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:	0	310	470	5	275	0	0	0	0	465	0	5
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	310	470	5	275	0	0	0	0	465	0	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:	0	310	470	5	275	0	0	0	0	465	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	310	470	5	275	0	0	0	0	465	0	5
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
FinalVolume:	0	310	470	5	275	0	0	0	0	465	0	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:	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	0.22	0.33	0.00	0.10	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:		310		5				0		235		
Crit Moves:		****		****						****		

APL
2020 Alt 3
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	245	190	85	155	255	105	130	985	245	80	1005	135
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	190	85	155	255	105	130	985	245	80	1005	135
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:	245	190	85	155	255	105	130	985	245	80	1005	135
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:	245	190	85	155	255	105	130	985	0	80	1005	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	190	85	155	255	105	130	985	0	80	1005	135
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	245	190	85	155	255	105	130	985	0	80	1005	135
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:	1.69	1.31	1.00	1.00	2.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2408	1867	1425	1425	3028	1247	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.11	0.08	0.08	0.09	0.35	0.00	0.06	0.35	0.09
Crit Volume:	145			155			130				503	
Crit Moves:	****			****			****				****	

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-------------------------------------------------------------------------------
                                     APL
                                 2020 Alt 3
                                MD Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.402
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38              Level Of Service:                 A
*******************************************************************************
Street Name:               SR 47 Ramps               Henry Ford Ave-Pier A Wy
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Ignore          Include          Include            Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   2  0  1  1  0   1  0  0  1  0   0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0   45   10   30    0   15  205   35  140   70  240  200
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   45   10   30    0   15  205   35  140   70  240  200
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   45   10   30    0   15  205   35  140   70  240  200
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:    0   45    0   30    0   15  205   35  140   70  240  200
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0   45    0   30    0   15  205   35  140   70  240  200
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
FinalVolume:   0   45    0   30    0   15  205   35  140   70  240  200
------------|---------------||---------------||---------------||---------------|
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 2.00 1.00 2.00 1.00 1.00 1.00 0.20 0.80 0.23 0.77 1.00
Final Sat.:  1375 2750 1375 2750 1375 1375 1375  275 1100  310 1065 1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.02 0.00 0.01 0.00 0.01 0.15 0.13 0.13 0.23 0.23 0.15
Crit Volume:        23        15             205                  310
Crit Moves:       ****      ****            ****                 ****
*******************************************************************************
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-------------------------------------------------------------------------------
                                     APL
                                 2020 Alt 3
                                MD Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #7 Alameda Street / Henry Ford Avenue
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.267
Loss Time (sec):      4 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       16              Level Of Service:                 A
*******************************************************************************
Street Name:            Alameda Street                Henry Ford Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  1  1  0  1   0  1  0  1  0   1  0  0  1  0   0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0  550   35    5  340    0   95    5    5    0    5   20
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  550   35    5  340    0   95    5    5    0    5   20
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  550   35    5  340    0   95    5    5    0    5   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:    0  550   35    5  340    0   95    5    5    0    5   20
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  550   35    5  340    0   95    5    5    0    5   20
PCE Adj:     2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0  550   35   10  340    0   95    5    5    0    5   20
------------|---------------||---------------||---------------||---------------|
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 1.00 0.06 1.94 0.00 1.00 0.50 0.50 0.00 0.20 0.80
Final Sat.:     0 3000 1500   88 2912    0 1500  750  750    0  300 1200
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18 0.02 0.06 0.12 0.00 0.06 0.01 0.01 0.00 0.02 0.02
Crit Volume:       275         5             95                   25
Crit Moves:       ****      ****           ****                 ****
*******************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	100	0	110	220	960	0	0	880	170
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	0	0	100	0	110	220	960	0	0	880	170
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	0	0	100	0	110	220	960	0	0	880	170
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	100	0	110	220	960	0	0	880	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	0	110	220	960	0	0	880	170
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
FinalVolume:	0	0	0	100	0	110	220	960	0	0	880	170
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.51	0.49
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3583	692
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.08	0.15	0.34	0.00	0.00	0.25	0.25
Crit Volume:			0			100		220			350	
Crit Moves:				****			****				****	

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MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	830	210	0	740	0	0	0	0	120	0	275
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	830	210	0	740	0	0	0	0	120	0	275
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	830	210	0	740	0	0	0	0	120	0	275
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	830	210	0	740	0	0	0	0	120	0	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	830	210	0	740	0	0	0	0	120	0	275
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
FinalVolume:	0	830	210	0	740	0	0	0	0	120	0	275
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	2.39	0.61	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3412	863	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.17	0.00	0.00	0.00	0.00	0.08	0.00	0.19
Crit Volume:			347			0			0			275
Crit Moves:		****	****									****

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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	1 0	0 1	1 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	10	25	15	175	30	100	165	555	10	10	590	330
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:	10	25	15	175	30	100	165	555	10	10	590	330
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:	10	25	15	175	30	100	165	555	10	10	590	330
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:	10	25	15	175	30	100	165	555	10	10	590	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	175	30	100	165	555	10	10	590	330
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
FinalVolume:	10	25	15	175	30	100	165	555	10	10	590	330
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.71	0.29	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2732	468	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.06	0.06	0.10	0.17	0.01	0.01	0.37	0.21
Crit Moves:		****		****			****				****	

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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	890	150	155	715	0	0	0	0	145	0	375
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	890	150	155	715	0	0	0	0	145	0	375
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	890	150	155	715	0	0	0	0	145	0	375
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:	0	890	150	155	715	0	0	0	0	145	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	890	150	155	715	0	0	0	0	145	0	375
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	890	150	155	715	0	0	0	0	145	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.57	0.43	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4108	692	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.10	0.15	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	740	0	0	910	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	
FinalVolume:	0	0	0	0	0	5	0	740	0	0	910	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80	
Lanes:	0.00 0.00	0.00		0.00 0.00	1.00		1.00 2.00	0.00		0.00 2.00	1.00	
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.00 0.00	0.00		0.00 0.29	0.00		0.00 0.36	0.00	
Crit Moves:				****			****				****	

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2020 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	0	1	1 0	2	0 1	2	0	1 1 0
Volume Module:												
Base Vol:	495	5	210	0	25	10	20	680	320	175	455	10
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:	495	5	210	0	25	10	20	680	320	175	455	10
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:	495	5	210	0	25	10	20	680	320	175	455	10
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:	495	5	210	0	25	10	20	680	320	175	455	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	5	210	0	25	10	20	680	320	175	455	10
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	
FinalVolume:	495	5	210	0	25	10	20	680	320	175	455	10
OvlAdjVol:			35						70			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.98 0.02	2.00		0.00 0.71	0.29		1.00 2.00	1.00		2.00 1.96	0.04	
Final Sat.:	3168	32	2880	0	1143	457	1600	3200	1600	2880	3131	69
Capacity Analysis Module:												
Vol/Sat:	0.16 0.16	0.07		0.00 0.02	0.02		0.01 0.21	0.20		0.06 0.15	0.15	
OvlAdjV/S:		0.01						0.04				
Crit Moves:	****			****			****			****		

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MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	55	240	0	0	235	505	535	0	205	0	0	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:	55	240	0	0	235	505	535	0	205	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:	55	240	0	0	235	505	535	0	205	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	55	240	0	0	235	505	535	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	240	0	0	235	505	535	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	55	240	0	0	235	505	535	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.00	0.00	0.16	0.35	0.19	0.00	0.00	0.00	0.00	0.00
Crit Volume:	55					505	0				0	
Crit Moves:	****					****	****					

APL
2020 Alt 3
MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	68	565	5	8	318	525	830	1	159	15	2	50
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:	68	565	5	8	318	525	830	1	159	15	2	50
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:	68	565	5	8	318	525	830	1	159	15	2	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:	68	565	5	8	318	525	830	1	159	15	2	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	565	5	8	318	525	830	1	159	15	2	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
FinalVolume:	68	565	5	8	318	525	830	1	159	15	2	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:	1.00	2.97	0.03	1.00	1.00	1.00	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4089	36	1375	1375	1375	2750	9	1366	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.01	0.23	0.38	0.30	0.12	0.12	0.01	0.01	0.04
Crit Volume:	68					525	415					50
Crit Moves:	****					****	****					****

APL
2020 Alt 3
PM Peak Hour

Scenario Report

Scenario:	2020 Red Proj 4 New Cranes PM
Command:	2020 Reduced Project 4 New Cranes PM
Volume:	2020 Reduced Project 4 New Cranes PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2020 Alt 3
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	540	0	0	165	695	0	0	0	15	265	365	2055
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	540	0	0	165	695	0	0	0	15	265	365	2055
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	300	0	0	545	365	0	0	0	0	1220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	300	0	0	545	365	0	0	0	0	1220
#3 Seaside Ave / Navy Way													
Base	410	0	760	0	0	0	0	2550	670	0	2420	0	6810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	410	0	760	0	0	0	0	2550	670	0	2420	0	6810
#4 Ferry St / SR 47 Ramps													
Base	0	350	260	5	425	0	0	0	0	100	0	5	1145
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	350	260	5	425	0	0	0	0	100	0	5	1145
#5 Anaheim St / Henry Ford Ave													
Base	360	260	215	230	245	70	95	1260	255	90	1430	190	4700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	360	260	215	230	245	70	95	1260	255	90	1430	190	4700
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	315	35	110	330	50	70	0	10	90	0	430	1450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	315	35	110	330	50	70	0	10	90	0	430	1450
#7 Alameda Street / Henry Ford Avenue													
Base	0	665	20	5	210	0	140	0	10	20	5	30	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	665	20	5	210	0	140	0	10	20	5	30	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	150	0	210	245	1420	0	0	1195	205	3425
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	150	0	210	245	1420	0	0	1195	205	3425
#9 Alameda St / PCH Ramp (O St)													
Base	0	1110	360	0	970	0	0	0	0	255	0	195	2890
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1110	360	0	970	0	0	0	0	255	0	195	2890

APL
2020 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	200	20	135	220	940	0	0	690	410	2680
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	200	20	135	220	940	0	0	690	410	2680
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1255	125	230	590	0	0	0	0	100	0	570	2870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1255	125	230	590	0	0	0	0	100	0	570	2870
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1160	0	0	1100	0	2260
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1160	0	0	1100	0	2260
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	475	5	375	10	0	10	0	1165	275	175	700	0	3190
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	475	5	375	10	0	10	0	1165	275	175	700	0	3190
#14 Ferry St / Terminal Way													
Base	65	185	0	0	195	330	420	0	185	0	0	0	1380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	185	0	0	195	330	420	0	185	0	0	0	1380
#15 Navy Way / Reeves Ave													
Base	23	470	0	16	214	440	625	0	5	0	2	75	1870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	470	0	16	214	440	625	0	5	0	2	75	1870
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 3
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.386	A	xxxxx	0.386	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.286	A	xxxxx	0.286	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.881	D	xxxxx	0.881	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.355	A	xxxxx	0.355	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.838	D	xxxxx	0.838	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.330	A	xxxxx	0.330	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C

APL
2020 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)				Ocean Blvd			
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		Ignore	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 2 0 0		0 0 2 0 2		0 0 0 0 0		1 0 2 0 1	
Volume Module:								
Base Vol:	10 540 0	0	0 165 695	0	0 0	0	15 265 365	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	1.00 1.00 1.00	1.00
Initial Bse:	10 540 0	0	0 165 695	0	0 0	0	15 265 365	0
Added Vol:	0 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
Initial Fut:	10 540 0	0	0 165 695	0	0 0	0	15 265 365	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	0.00
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	0.00
PHF Volume:	10 540 0	0	0 165 695	0	0 0	0	15 265 0	0
Reduct Vol:	0 0 0	0	0 0 0	0	0 0	0	0 0 0	0
Reduced Vol:	10 540 0	0	0 165 695	0	0 0	0	15 265 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	0.00
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	0.00
FinalVolume:	10 540 0	0	0 165 695	0	0 0	0	15 265 0	0
Saturation Flow Module:								
Sat/Lane:	1600 1600 1600	1600	1600 1600 1600	1600	1600 1600 1600	1600	1600 1600 1600	1600
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00 0.90	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 2.00 2.00	0.00	0.00 0.00 0.00	0.00	1.00 2.00 1.00	1.00
Final Sat.:	1600 3200 0	0	3200 2880 0	0	0 0 0	0	1600 3200 1600	0
Capacity Analysis Module:								
Vol/Sat:	0.01 0.17 0.00	0.00	0.05 0.24 0.00	0.00	0.00 0.00 0.00	0.00	0.01 0.08 0.00	0.00
Crit Moves:	****		****				****	

APL
2020 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)				Ocean Blvd			
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		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 2 0 1		1 1 0 0 0		2 0 1 1 0		0 0 0 0 0	
Volume Module:								
Base Vol:	0 5 5	300	0 0	545	365 0	0	0 0	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	1.00 1.00 1.00	1.00
Initial Bse:	0 5 5	300	0 0	545	365 0	0	0 0	0
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:	0 5 5	300	0 0	545	365 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
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
PHF Volume:	0 5 5	300	0 0	545	365 0	0	0 0	0
Reduct Vol:	0 0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	0 5 5	300	0 0	545	365 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
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	1.00
FinalVolume:	0 5 5	300	0 0	545	365 0	0	0 0	0
Saturation Flow Module:								
Sat/Lane:	1600 1600 1600	1600	1600 1600 1600	1600	1600 1600 1600	1600	1600 1600 1600	1600
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00	0.90 1.00 1.00	1.00	1.00 1.00 1.00	1.00
Lanes:	0.00 2.00 1.00	2.00	0.00 0.00 0.00	0.00	2.00 2.00 0.00	0.00	0.00 0.00 0.00	0.00
Final Sat.:	0 3200 1600	3200	0 0	2880	3200 0	0	0 0	0
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00 0.00	0.09	0.00 0.00	0.19	0.11 0.00	0.00	0.00 0.00	0.00
Crit Moves:		****	****		****			

APL
2020 Alt 3
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.286
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	350	260	5	425	0	0	0	0	100	0	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:	0	350	260	5	425	0	0	0	0	100	0	5
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	350	260	5	425	0	0	0	0	100	0	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:	0	350	260	5	425	0	0	0	0	100	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	260	5	425	0	0	0	0	100	0	5
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
FinalVolume:	0	350	260	5	425	0	0	0	0	100	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.90	0.00	0.10
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2714	0	136
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.18	0.00	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Volume:		350			5			0			53	
Crit Moves:		****			****						****	

APL
2020 Alt 3
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	360	260	215	230	245	70	95	1260	255	90	1430	190
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:	360	260	215	230	245	70	95	1260	255	90	1430	190
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:	360	260	215	230	245	70	95	1260	255	90	1430	190
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:	360	260	215	230	245	70	95	1260	0	90	1430	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	260	215	230	245	70	95	1260	0	90	1430	190
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	360	260	215	230	245	70	95	1260	0	90	1430	190
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	2.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2482	1793	1425	1425	3325	950	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.16	0.07	0.07	0.07	0.44	0.00	0.06	0.50	0.13
Crit Volume:			215	230			95				715	
Crit Moves:			****	****			****				****	

APL
2020 Alt 3
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	315	35	110	330	50	70	0	10	90	0	430
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:	10	315	35	110	330	50	70	0	10	90	0	430
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:	10	315	35	110	330	50	70	0	10	90	0	430
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:	10	315	0	110	330	50	70	0	10	90	0	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	315	0	110	330	50	70	0	10	90	0	430
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
FinalVolume:	10	315	0	110	330	50	70	0	10	90	0	430
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2388	362	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.31
Crit Volume:	10				190		70					430
Crit Moves:	****				****		****					****

APL
2020 Alt 3
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	665	20	5	210	0	140	0	10	20	5	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:	0	665	20	5	210	0	140	0	10	20	5	30
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	665	20	5	210	0	140	0	10	20	5	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:	0	665	20	5	210	0	140	0	10	20	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	665	20	5	210	0	140	0	10	20	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	665	20	20	210	0	140	0	10	20	5	30
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	1.00	0.20	1.80	0.00	1.00	0.00	1.00	0.36	0.09	0.55
Final Sat.:	0	3000	1500	300	2700	0	1500	0	1500	545	136	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.01	0.02	0.08	0.00	0.09	0.00	0.01	0.04	0.04	0.04
Crit Volume:		333			5		140					55
Crit Moves:		****			****		****					****

APL
2020 Alt 3
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	150	0	210	245	1420	0	0	1195	205
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	0	0	150	0	210	245	1420	0	0	1195	205
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	0	0	150	0	210	245	1420	0	0	1195	205
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	150	0	210	245	1420	0	0	1195	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	210	245	1420	0	0	1195	205
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
FinalVolume:	0	0	0	150	0	210	245	1420	0	0	1195	205
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3649	626
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.17	0.50	0.00	0.00	0.33	0.33
Crit Volume:		0		150			245					467
Crit Moves:				****			****					****

APL
2020 Alt 3
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

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: 48 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1110	360	0	970	0	0	0	0	255	0	195
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	1110	360	0	970	0	0	0	0	255	0	195
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	1110	360	0	970	0	0	0	0	255	0	195
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	1110	360	0	970	0	0	0	0	255	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1110	360	0	970	0	0	0	0	255	0	195
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
FinalVolume:	0	1110	360	0	970	0	0	0	0	255	0	195
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	2.27	0.73	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3228	1047	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.00	0.23	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Crit Volume:		490			0			0		255		
Crit Moves:		****			****					****		

APL
2020 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	1 0	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	200	20	135	220	940	0	0	690	410
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:	5	40	20	200	20	135	220	940	0	0	690	410
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:	5	40	20	200	20	135	220	940	0	0	690	410
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:	5	40	20	200	20	135	220	940	0	0	690	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	200	20	135	220	940	0	0	690	410
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
FinalVolume:	5	40	20	200	20	135	220	940	0	0	690	410
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.82	0.18	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2909	291	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.14	0.29	0.00	0.00	0.43	0.26
Crit Moves:		****		****			****				****	

APL
2020 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1255	125	230	590	0	0	0	0	100	0	570
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	1255	125	230	590	0	0	0	0	100	0	570
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	1255	125	230	590	0	0	0	0	100	0	570
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:	0	1255	125	230	590	0	0	0	0	100	0	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1255	125	230	590	0	0	0	0	100	0	570
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1255	125	230	590	0	0	0	0	100	0	570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.73	0.27	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4365	435	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.14	0.12	0.00	0.00	0.00	0.00	0.06	0.00	0.18
Crit Moves:		****		****								****

APL
2020 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1160	0	0	1100	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:	0	0	0	0	0	0	0	1160	0	0	1100	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:	0	0	0	0	0	0	0	1160	0	0	1100	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:	0	0	0	0	0	0	0	1160	0	0	1100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1160	0	0	1100	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
FinalVolume:	0	0	0	0	0	0	0	1160	0	0	1100	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.43	0.00
Crit Moves:								****			****	

APL
2020 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	475	5	375	10	0	10	0	1165	275	175	700	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:	475	5	375	10	0	10	0	1165	275	175	700	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:	475	5	375	10	0	10	0	1165	275	175	700	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:	475	5	375	10	0	10	0	1165	275	175	700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	5	375	10	0	10	0	1165	275	175	700	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
FinalVolume:	475	5	375	10	0	10	0	1165	275	175	700	0
OvlAdjVol:			200						35			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3167	33	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.13	0.01	0.00	0.01	0.00	0.36	0.17	0.06	0.22	0.00
OvlAdjV/S:			0.07						0.02			
Crit Moves:	****			****				****		****		

APL
2020 Alt 3
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.330
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	65	185	0	0	195	330	420	0	185	0	0	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:	65	185	0	0	195	330	420	0	185	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:	65	185	0	0	195	330	420	0	185	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	65	185	0	0	195	330	420	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	185	0	0	195	330	420	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	65	185	0	0	195	330	420	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.00	0.14	0.23	0.15	0.00	0.00	0.00	0.00	0.00
Crit Volume:	65				195		210				0	
Crit Moves:	****				****		****					

APL
2020 Alt 3
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

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

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	23	470	0	16	214	440	625	0	5	0	2	75
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:	23	470	0	16	214	440	625	0	5	0	2	75
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:	23	470	0	16	214	440	625	0	5	0	2	75
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:	23	470	0	16	214	440	625	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	470	0	16	214	440	625	0	5	0	2	75
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
FinalVolume:	23	470	0	16	214	440	625	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.01	0.16	0.32	0.23	0.00	0.00	0.00	0.00	0.05
Crit Volume:	23					440	313					75
Crit Moves:	****					****	****					****

APL
2025 Alt 3
AM Peak Hour

Scenario Report

Scenario:	2025 Red Proj 4 New Cranes AM
Command:	2025 Reduced Project 4 New Cranes AM
Volume:	2025 Reduced Project 4 New Cranes AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2025 Alt 3
AM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	450	0	0	290	820	0	0	0	15	385	315	2280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	450	0	0	290	820	0	0	0	15	385	315	2280
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	305	0	0	455	305	0	0	0	0	1065
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	305	0	0	455	305	0	0	0	0	1065
#3 Seaside Ave / Navy Way													
Base	270	0	970	0	0	0	0	2275	1080	0	2385	0	6980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	270	0	970	0	0	0	0	2275	1080	0	2385	0	6980
#4 Ferry St / SR 47 Ramps													
Base	0	325	580	25	450	0	0	0	0	645	0	5	2030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	325	580	25	450	0	0	0	0	645	0	5	2030
#5 Anaheim St / Henry Ford Ave													
Base	235	55	80	75	135	50	85	955	325	30	1210	85	3320
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	235	55	80	75	135	50	85	955	325	30	1210	85	3320
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	130	205	115	150	465	15	55	0	160	70	5	125	1495
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	205	115	150	465	15	55	0	160	70	5	125	1495
#7 Alameda Street / Henry Ford Avenue													
Base	0	430	5	5	475	0	155	0	20	0	0	10	1100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	430	5	5	475	0	155	0	20	0	0	10	1100
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	125	0	150	220	1030	0	0	925	140	2590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	150	220	1030	0	0	925	140	2590
#9 Alameda St / PCH Ramp (O St)													
Base	0	730	275	0	870	0	0	0	0	165	0	195	2235
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	730	275	0	870	0	0	0	0	165	0	195	2235

APL
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Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)																	
Base	5	25	5		315	35	130		130	655	5		10	700	310		2325
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	5	25	5		315	35	130		130	655	5		10	700	310		2325
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)																	
Base	0	725	120		360	1110	0		0	0	0		85	0	375		2775
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	725	120		360	1110	0		0	0	0		85	0	375		2775
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]																	
Base	0	0	0		0	0	0		5	975	0		0	1010	0		1990
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		5	975	0		0	1010	0		1990
#13 TI Fwy (SR-103) / Sepulveda Blvd																	
Base	225	40	245		5	15	10		30	600	345		175	1045	5		2740
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	225	40	245		5	15	10		30	600	345		175	1045	5		2740
#14 Ferry St / Terminal Way																	
Base	190	120	0		0	230	860		770	0	115		0	0	0		2285
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	190	120	0		0	230	860		770	0	115		0	0	0		2285
#15 Navy Way / Reeves Ave																	
Base	131	780	60		28	548	510		445	4	246		10	4	15		2781
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	131	780	60		28	548	510		445	4	246		10	4	15		2781
#16 Anaheim St / Alameda St																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#17 Pacific Coast Hwy / Harbor Ave																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#18 Pacific Coast Hwy / Santa Fe Ave																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0

APL
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AM Peak Hour

Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Volume
#19 Pacific Coast Hwy / Site Entrance																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#23 Anaheim St / Farragut Ave																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#31 ICTF Driveway # 1 / Sepulveda Blvd																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#32 Middle Road / Sepulveda Blvd																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#37 Figueroa St / C-St / I-110 Ramps																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#53 Pacific Ave / Front St																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#108 Front St / Knoll Drive																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0
#110 John S. Gibson / Channel Street																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0

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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 3
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.353	A	xxxxx	0.353	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.272	A	xxxxx	0.272	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000 V/C
# 14 Ferry St / Terminal Way	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C

APL
2025 Alt 3
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	450	0	0	290	820	0	0	0	15	385	315
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:	5	450	0	0	290	820	0	0	0	15	385	315
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:	5	450	0	0	290	820	0	0	0	15	385	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	450	0	0	290	820	0	0	0	15	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	450	0	0	290	820	0	0	0	15	385	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	450	0	0	290	820	0	0	0	15	385	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.09	0.28	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

APL
2025 Alt 3
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.353
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	305	0	0	455	305	0	0	0	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:	0	0	0	305	0	0	455	305	0	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:	0	0	0	305	0	0	455	305	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:	0	0	0	305	0	0	455	305	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	0	0	455	305	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
FinalVolume:	0	0	0	305	0	0	455	305	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.16	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

APL
2025 Alt 3
AM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	325	580	25	450	0	0	0	0	645	0	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:	0	325	580	25	450	0	0	0	0	645	0	5
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	325	580	25	450	0	0	0	0	645	0	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:	0	325	580	25	450	0	0	0	0	645	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	325	580	25	450	0	0	0	0	645	0	5
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
FinalVolume:	0	325	580	25	450	0	0	0	0	645	0	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:	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	2828	0	22
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.41	0.02	0.16	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Volume:		325		25				0		325		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Henry Ford Ave									Anaheim St		
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	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:	235	55	80	75	135	50	85	955	325	30	1210	85
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:	235	55	80	75	135	50	85	955	325	30	1210	85
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:	235	55	80	75	135	50	85	955	325	30	1210	85
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:	235	55	80	75	135	50	85	955	0	30	1210	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	55	80	75	135	50	85	955	0	30	1210	85
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	235	55	80	75	135	50	85	955	0	30	1210	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.19	0.81	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3120	1155	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.06	0.05	0.04	0.04	0.06	0.34	0.00	0.02	0.42	0.06
Crit Volume:	118			75			85			605		
Crit Moves:	****			****			****			****		

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AM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	130	205	115	150	465	15	55	0	160	70	5	125
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:	130	205	115	150	465	15	55	0	160	70	5	125
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:	130	205	115	150	465	15	55	0	160	70	5	125
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:	130	205	0	150	465	15	55	0	160	70	5	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	205	0	150	465	15	55	0	160	70	5	125
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
FinalVolume:	130	205	0	150	465	15	55	0	160	70	5	125
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.93	0.07	1.00
Final Sat.:	1375	2750	1375	2750	2664	86	1375	0	1375	1283	92	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.00	0.05	0.17	0.17	0.04	0.00	0.12	0.05	0.05	0.09
Crit Volume:	130				240				160		75	
Crit Moves:	****				****				****		****	

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AM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.272
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	430	5	5	475	0	155	0	20	0	0	10
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	430	5	5	475	0	155	0	20	0	0	10
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	430	5	5	475	0	155	0	20	0	0	10
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	430	5	5	475	0	155	0	20	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	5	5	475	0	155	0	20	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	5	10	475	0	155	0	20	0	0	10
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	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	63	2937	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.08	0.16	0.00	0.10	0.00	0.01	0.00	0.00	0.01
Crit Volume:	0				243		155					10
Crit Moves:	****				****		****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	125	0	150	220	1030	0	0	925	140
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	0	0	125	0	150	220	1030	0	0	925	140
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	0	0	125	0	150	220	1030	0	0	925	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	150	220	1030	0	0	925	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	150	220	1030	0	0	925	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	150	220	1030	0	0	925	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.61	0.39
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3713	562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.15	0.36	0.00	0.00	0.25	0.25
Crit Volume:			0			125		220				355
Crit Moves:				****			****					****

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	730	275	0	870	0	0	0	0	165	0	195
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	730	275	0	870	0	0	0	0	165	0	195
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	730	275	0	870	0	0	0	0	165	0	195
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	730	275	0	870	0	0	0	0	165	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	730	275	0	870	0	0	0	0	165	0	195
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
FinalVolume:	0	730	275	0	870	0	0	0	0	165	0	195
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	2.18	0.82	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3105	1170	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.20	0.00	0.00	0.00	0.00	0.12	0.00	0.14
Crit Volume:		335			0			0				195
Crit Moves:		****			****							****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	5	25	5	315	35	130	130	655	5	10	700	310
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:	5	25	5	315	35	130	130	655	5	10	700	310
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:	5	25	5	315	35	130	130	655	5	10	700	310
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:	5	25	5	315	35	130	130	655	5	10	700	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	315	35	130	130	655	5	10	700	310
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
FinalVolume:	5	25	5	315	35	130	130	655	5	10	700	310
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.80	0.20	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2880	320	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.11	0.11	0.08	0.08	0.20	0.00	0.01	0.44	0.19
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	725	120	360	1110	0	0	0	0	85	0	375
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	725	120	360	1110	0	0	0	0	85	0	375
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	725	120	360	1110	0	0	0	0	85	0	375
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:	0	725	120	360	1110	0	0	0	0	85	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	725	120	360	1110	0	0	0	0	85	0	375
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	725	120	360	1110	0	0	0	0	85	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.57	0.43	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4118	682	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.23	0.23	0.00	0.00	0.00	0.00	0.05	0.00	0.12
Crit Moves:		****		****								****

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AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0	1! 0	0	1 0	2 0	0	0 0	2 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	975	0	0	1010	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:	0	0	0	0	0	0	5	975	0	0	1010	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:	0	0	0	0	0	0	5	975	0	0	1010	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:	0	0	0	0	0	0	5	975	0	0	1010	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	975	0	0	1010	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
FinalVolume:	0	0	0	0	0	0	5	975	0	0	1010	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.39	0.00
Crit Moves:							****				****	

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AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0	1! 0	0	1 0	2 0	1	2 0	1 1 0
Volume Module:												
Base Vol:	225	40	245	5	15	10	30	600	345	175	1045	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:	225	40	245	5	15	10	30	600	345	175	1045	5
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:	225	40	245	5	15	10	30	600	345	175	1045	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:	225	40	245	5	15	10	30	600	345	175	1045	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	40	245	5	15	10	30	600	345	175	1045	5
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
FinalVolume:	225	40	245	5	15	10	30	600	345	175	1045	5
OvlAdjVol:			70						212			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.70	0.30	2.00	0.17	0.50	0.33	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2717	483	2880	267	800	533	1600	3200	1600	2880	3185	15
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.02	0.02	0.02	0.02	0.19	0.22	0.06	0.33	0.33
OvlAdjV/S:			0.02						0.13			
Crit Moves:	****					****	****				****	

APL
2025 Alt 3
AM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	C

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	190	120	0	0	230	860	770	0	115	0	0	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:	190	120	0	0	230	860	770	0	115	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:	190	120	0	0	230	860	770	0	115	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	190	120	0	0	230	860	770	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	120	0	0	230	860	770	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	190	120	0	0	230	860	770	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.00	0.00	0.16	0.60	0.27	0.00	0.00	0.00	0.00	0.00
Crit Volume:	190					860	0				0	
Crit Moves:	****					****	****					

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AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	131	780	60	28	548	510	445	4	246	10	4	15
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:	131	780	60	28	548	510	445	4	246	10	4	15
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:	131	780	60	28	548	510	445	4	246	10	4	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:	131	780	60	28	548	510	445	4	246	10	4	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	780	60	28	548	510	445	4	246	10	4	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	780	60	28	548	510	445	4	246	10	4	15
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	2.79	0.21	1.00	1.04	0.96	2.00	0.02	0.98	0.71	0.29	1.00
Final Sat.:	1375	3830	295	1375	1424	1326	2750	22	1353	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.02	0.38	0.38	0.16	0.18	0.18	0.01	0.01	0.01
Crit Volume:	131				529			250			14	
Crit Moves:	****				****			****			****	

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2025 Alt 3
MD Peak Hour

Scenario Report

Scenario:	2025 Red Proj 4 New Cranes MD
Command:	2025 Reduced Project 4 New Cranes MD
Volume:	2025 Reduced Project 4 New Cranes MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	585	0	0	420	590	0	0	0	10	195	310	2115
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	585	0	0	420	590	0	0	0	10	195	310	2115
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	430	5	0	585	290	0	0	0	0	1315
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	430	5	0	585	290	0	0	0	0	1315
#3 Seaside Ave / Navy Way													
Base	635	0	1350	0	0	0	0	1805	1185	0	1715	0	6690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	635	0	1350	0	0	0	0	1805	1185	0	1715	0	6690
#4 Ferry St / SR 47 Ramps													
Base	0	490	785	5	340	0	0	0	0	920	0	5	2545
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	490	785	5	340	0	0	0	0	920	0	5	2545
#5 Anaheim St / Henry Ford Ave													
Base	250	185	90	165	250	105	125	1050	240	85	1070	145	3760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	185	90	165	250	105	125	1050	240	85	1070	145	3760
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	45	10	30	0	15	195	35	140	75	240	210	995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	45	10	30	0	15	195	35	140	75	240	210	995
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	110	0	120	240	965	0	0	870	180	2485
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	110	0	120	240	965	0	0	870	180	2485
#9 Alameda St / PCH Ramp (O St)													
Base	0	1075	230	0	975	0	0	0	0	135	0	280	2695
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1075	230	0	975	0	0	0	0	135	0	280	2695

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	230	30	90	150	580	10	10	590	435	2175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	230	30	90	150	580	10	10	590	435	2175
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1065	205	145	840	0	0	0	0	215	0	390	2860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1065	205	145	840	0	0	0	0	215	0	390	2860
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	820	0	0	1020	0	1845
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	820	0	0	1020	0	1845
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	590	5	120	0	20	10	20	665	370	135	630	10	2575
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	590	5	120	0	20	10	20	665	370	135	630	10	2575
#14 Ferry St / Terminal Way													
Base	215	250	0	0	245	1020	1025	0	215	0	0	0	2970
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	215	250	0	0	245	1020	1025	0	215	0	0	0	2970
#15 Navy Way / Reeves Ave													
Base	73	1054	5	19	616	550	880	1	129	15	2	51	3395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	73	1054	5	19	616	550	880	1	129	15	2	51	3395
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 3
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 3
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 3
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 3
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000 V/C
# 14 Ferry St / Terminal Way	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	D	xxxxx	0.820	D	xxxxx	0.820	+ 0.000 V/C

APL
2025 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	585	0	0	420	590	0	0	0	10	195	310
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:	5	585	0	0	420	590	0	0	0	10	195	310
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:	5	585	0	0	420	590	0	0	0	10	195	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	585	0	0	420	590	0	0	0	10	195	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	585	0	0	420	590	0	0	0	10	195	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	585	0	0	420	590	0	0	0	10	195	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.13	0.20	0.00	0.00	0.00	0.01	0.06	0.00
Crit Moves:	****					****					****	

APL
2025 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.441
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	430	5	0	585	290	0	0	0	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:	0	5	0	430	5	0	585	290	0	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:	0	5	0	430	5	0	585	290	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:	0	5	0	430	5	0	585	290	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	430	5	0	585	290	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
FinalVolume:	0	5	0	430	5	0	585	290	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3163	37	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.20	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

APL
2025 Alt 3
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	490	785	5	340	0	0	0	0	920	0	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:	0	490	785	5	340	0	0	0	0	920	0	5
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	490	785	5	340	0	0	0	0	920	0	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:	0	490	785	5	340	0	0	0	0	920	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	490	785	5	340	0	0	0	0	920	0	5
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
FinalVolume:	0	490	785	5	340	0	0	0	0	920	0	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:	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	0.34	0.55	0.00	0.12	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Crit Volume:		490		5				0		463		
Crit Moves:		****		****						****		

APL
2025 Alt 3
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	250	185	90	165	250	105	125	1050	240	85	1070	145
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:	250	185	90	165	250	105	125	1050	240	85	1070	145
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:	250	185	90	165	250	105	125	1050	240	85	1070	145
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:	250	185	90	165	250	105	125	1050	0	85	1070	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	185	90	165	250	105	125	1050	0	85	1070	145
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	185	90	165	250	105	125	1050	0	85	1070	145
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:	1.72	1.28	1.00	1.00	2.11	0.89	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2457	1818	1425	1425	3011	1264	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.12	0.08	0.08	0.09	0.37	0.00	0.06	0.38	0.10
Crit Volume:	145			165			125			535		
Crit Moves:	****			****			****			****		

APL
2025 Alt 3
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	45	10	30	0	15	195	35	140	75	240	210
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	45	10	30	0	15	195	35	140	75	240	210
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	45	10	30	0	15	195	35	140	75	240	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	45	0	30	0	15	195	35	140	75	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	45	0	30	0	15	195	35	140	75	240	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	45	0	30	0	15	195	35	140	75	240	210
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	2.00	1.00	2.00	1.00	1.00	1.00	0.20	0.80	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	275	1100	327	1048	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.14	0.13	0.13	0.23	0.23	0.15
Crit Volume:		23		15			195			315		
Crit Moves:		****		****			****			****		

APL
2025 Alt 3
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95			25		
Crit Moves:		****		****			****			****		

APL
2025 Alt 3
MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	110	0	120	240	965	0	0	870	180
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	0	0	110	0	120	240	965	0	0	870	180
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	0	0	110	0	120	240	965	0	0	870	180
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	110	0	120	240	965	0	0	870	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	120	240	965	0	0	870	180
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
FinalVolume:	0	0	0	110	0	120	240	965	0	0	870	180
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.49	0.51
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3542	733
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.17	0.34	0.00	0.00	0.25	0.25
Crit Volume:		0			110			240				350
Crit Moves:				****			****					****

APL
2025 Alt 3
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

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: 46 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	1075	230	0	975	0	0	0	0	135	0	280
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	1075	230	0	975	0	0	0	0	135	0	280
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	1075	230	0	975	0	0	0	0	135	0	280
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	1075	230	0	975	0	0	0	0	135	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1075	230	0	975	0	0	0	0	135	0	280
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
FinalVolume:	0	1075	230	0	975	0	0	0	0	135	0	280
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3522	753	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.23	0.00	0.00	0.00	0.00	0.09	0.00	0.20
Crit Volume:		435			0			0				280
Crit Moves:		****			****							****

APL
2025 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	10	25	15	230	30	90	150	580	10	10	590	435
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:	10	25	15	230	30	90	150	580	10	10	590	435
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:	10	25	15	230	30	90	150	580	10	10	590	435
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:	10	25	15	230	30	90	150	580	10	10	590	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	230	30	90	150	580	10	10	590	435
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
FinalVolume:	10	25	15	230	30	90	150	580	10	10	590	435
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.77	0.23	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2831	369	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.08	0.08	0.06	0.09	0.18	0.01	0.01	0.37	0.27
Crit Moves:		****		****			****				****	

APL
2025 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1065	205	145	840	0	0	0	0	215	0	390
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	1065	205	145	840	0	0	0	0	215	0	390
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	1065	205	145	840	0	0	0	0	215	0	390
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:	0	1065	205	145	840	0	0	0	0	215	0	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1065	205	145	840	0	0	0	0	215	0	390
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1065	205	145	840	0	0	0	0	215	0	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.52	0.48	1.00	3.00	0.00	0.00	0.00	0.00	1.07	xxxx	1.93
Final Sat.:	0	4025	775	1600	4800	0	0	0	0	1706	0	3094
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.09	0.17	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****						****		

APL
2025 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	820	0	0	1020	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
FinalVolume:	0	0	0	0	0	5	0	820	0	0	1020	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.40	0.00
Crit Moves:				****			****				****	

APL
2025 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	590	5	120	0	20	10	20	665	370	135	630	10
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:	590	5	120	0	20	10	20	665	370	135	630	10
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:	590	5	120	0	20	10	20	665	370	135	630	10
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:	590	5	120	0	20	10	20	665	370	135	630	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	5	120	0	20	10	20	665	370	135	630	10
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
FinalVolume:	590	5	120	0	20	10	20	665	370	135	630	10
OvlAdjVol:			0						72			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.67	0.33	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	3173	27	2880	0	1067	533	1600	3200	1600	2880	3150	50
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.04	0.00	0.02	0.02	0.01	0.21	0.23	0.05	0.20	0.20
OvlAdjV/S:			0.00						0.05			
Crit Moves:	****					****		****		****		

APL
2025 Alt 3
MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	171	Level Of Service:	D

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	215	250	0	0	245	1020	1025	0	215	0	0	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:	215	250	0	0	245	1020	1025	0	215	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:	215	250	0	0	245	1020	1025	0	215	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	215	250	0	0	245	1020	1025	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	250	0	0	245	1020	1025	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	215	250	0	0	245	1020	1025	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.09	0.00	0.00	0.17	0.72	0.36	0.00	0.00	0.00	0.00	0.00
Crit Volume:	215					1020	0				0	
Crit Moves:	****					****	****					

APL
2025 Alt 3
MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	D

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	73	1054	5	19	616	550	880	1	129	15	2	51
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:	73	1054	5	19	616	550	880	1	129	15	2	51
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:	73	1054	5	19	616	550	880	1	129	15	2	51
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:	73	1054	5	19	616	550	880	1	129	15	2	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1054	5	19	616	550	880	1	129	15	2	51
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
FinalVolume:	73	1054	5	19	616	550	880	1	129	15	2	51
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	2.99	0.01	1.00	1.06	0.94	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4106	19	1375	1453	1297	2750	11	1364	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.01	0.42	0.42	0.32	0.09	0.09	0.01	0.01	0.04
Crit Volume:	73					583	440					51
Crit Moves:	****					****	****					****

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Scenario Report

Scenario:	2025 Red Proj 4 New Cranes PM
Command:	2025 Reduced Project 4 New Cranes PM
Volume:	2025 Reduced Project 4 New Cranes PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2025 Alt 3
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	550	0	0	155	690	0	0	0	15	265	335	2020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	550	0	0	155	690	0	0	0	15	265	335	2020
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	295	0	0	555	360	0	0	0	0	1220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	295	0	0	555	360	0	0	0	0	1220
#3 Seaside Ave / Navy Way													
Base	635	0	1160	0	0	0	0	2580	910	0	2445	0	7730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	635	0	1160	0	0	0	0	2580	910	0	2445	0	7730
#4 Ferry St / SR 47 Ramps													
Base	0	635	510	5	430	0	0	0	0	455	0	5	2040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	635	510	5	430	0	0	0	0	455	0	5	2040
#5 Anaheim St / Henry Ford Ave													
Base	345	250	200	225	220	70	100	1285	235	80	1455	195	4660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	345	250	200	225	220	70	100	1285	235	80	1455	195	4660
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	300	35	105	330	50	70	0	15	95	0	395	1405
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	300	35	105	330	50	70	0	15	95	0	395	1405
#7 Alameda Street / Henry Ford Avenue													
Base	0	635	20	10	200	0	135	0	5	20	5	35	1065
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	635	20	10	200	0	135	0	5	20	5	35	1065
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	150	0	215	255	1420	0	0	1200	205	3445
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	150	0	215	255	1420	0	0	1200	205	3445
#9 Alameda St / PCH Ramp (O St)													
Base	0	1095	365	0	985	0	0	0	0	250	0	205	2900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1095	365	0	985	0	0	0	0	250	0	205	2900

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PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	195	20	130	215	960	0	5	715	410	2715
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	195	20	130	215	960	0	5	715	410	2715
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1250	120	225	610	0	0	0	0	95	0	565	2865
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1250	120	225	610	0	0	0	0	95	0	565	2865
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1175	0	0	1125	0	2300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1175	0	0	1125	0	2300
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	495	5	355	10	0	10	0	1185	275	160	725	0	3220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	495	5	355	10	0	10	0	1185	275	160	725	0	3220
#14 Ferry St / Terminal Way													
Base	15	195	0	0	210	675	945	0	230	0	0	0	2270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	195	0	0	210	675	945	0	230	0	0	0	2270
#15 Navy Way / Reeves Ave													
Base	23	1045	0	16	429	470	675	0	5	0	2	75	2740
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	1045	0	16	429	470	675	0	5	0	2	75	2740
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 3
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.348	A	xxxxx	0.348	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000 V/C

APL
2025 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	550	0	0	155	690	0	0	0	15	265	335
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:	10	550	0	0	155	690	0	0	0	15	265	335
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:	10	550	0	0	155	690	0	0	0	15	265	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	550	0	0	155	690	0	0	0	15	265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	550	0	0	155	690	0	0	0	15	265	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	550	0	0	155	690	0	0	0	15	265	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.00	0.00	0.05	0.24	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

APL
2025 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	295	0	0	555	360	0	0	0	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:	0	5	5	295	0	0	555	360	0	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:	0	5	5	295	0	0	555	360	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:	0	5	5	295	0	0	555	360	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	295	0	0	555	360	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
FinalVolume:	0	5	5	295	0	0	555	360	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.19	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2025 Alt 3
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	635	510	5	430	0	0	0	0	455	0	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:	0	635	510	5	430	0	0	0	0	455	0	5
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	635	510	5	430	0	0	0	0	455	0	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:	0	635	510	5	430	0	0	0	0	455	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	510	5	430	0	0	0	0	455	0	5
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
FinalVolume:	0	635	510	5	430	0	0	0	0	455	0	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:	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	2819	0	31
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.36	0.00	0.15	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:		635		5					0	230		
Crit Moves:		****		****						****		

APL
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PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
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	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	250	200	225	220	70	100	1285	235	80	1455	195
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:	345	250	200	225	220	70	100	1285	235	80	1455	195
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:	345	250	200	225	220	70	100	1285	235	80	1455	195
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:	345	250	200	225	220	70	100	1285	0	80	1455	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	250	200	225	220	70	100	1285	0	80	1455	195
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	345	250	200	225	220	70	100	1285	0	80	1455	195
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	2.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2479	1796	1425	1425	3243	1032	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.16	0.07	0.07	0.07	0.45	0.00	0.06	0.51	0.14
Crit Volume:			200	225			100				728	
Crit Moves:			****	****			****				****	

APL
2025 Alt 3
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	300	35	105	330	50	70	0	15	95	0	395
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:	10	300	35	105	330	50	70	0	15	95	0	395
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:	10	300	35	105	330	50	70	0	15	95	0	395
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:	10	300	0	105	330	50	70	0	15	95	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	300	0	105	330	50	70	0	15	95	0	395
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
FinalVolume:	10	300	0	105	330	50	70	0	15	95	0	395
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2388	362	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.29
Crit Volume:	10				190		70					395
Crit Moves:	****				****		****					****

APL
2025 Alt 3
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	635	20	10	200	0	135	0	5	20	5	35
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	635	20	10	200	0	135	0	5	20	5	35
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	635	20	10	200	0	135	0	5	20	5	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	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	635	20	10	200	0	135	0	5	20	5	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	20	10	200	0	135	0	5	20	5	35
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	635	20	40	200	0	135	0	5	20	5	35
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	1.00	0.44	1.56	0.00	1.00	0.00	1.00	0.33	0.08	0.59
Final Sat.:	0	3000	1500	667	2333	0	1500	0	1500	500	125	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.01	0.01	0.09	0.00	0.09	0.00	0.00	0.04	0.04	0.04
Crit Volume:		318			10		135				60	
Crit Moves:		****			****		****				****	

APL
2025 Alt 3
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	150	0	215	255	1420	0	0	1200	205
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	0	0	150	0	215	255	1420	0	0	1200	205
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	0	0	150	0	215	255	1420	0	0	1200	205
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	150	0	215	255	1420	0	0	1200	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	215	255	1420	0	0	1200	205
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
FinalVolume:	0	0	0	150	0	215	255	1420	0	0	1200	205
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3651	624
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.18	0.50	0.00	0.00	0.33	0.33
Crit Volume:		0		150			255				468	
Crit Moves:				****			****				****	

APL
2025 Alt 3
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

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:	47	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	1095	365	0	985	0	0	0	0	250	0	205
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	1095	365	0	985	0	0	0	0	250	0	205
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	1095	365	0	985	0	0	0	0	250	0	205
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	1095	365	0	985	0	0	0	0	250	0	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1095	365	0	985	0	0	0	0	250	0	205
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
FinalVolume:	0	1095	365	0	985	0	0	0	0	250	0	205
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	2.25	0.75	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3206	1069	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.00	0.23	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Crit Volume:		487			0				0	250		
Crit Moves:		****			****					****		

APL
2025 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	5	40	20	195	20	130	215	960	0	5	715	410
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:	5	40	20	195	20	130	215	960	0	5	715	410
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:	5	40	20	195	20	130	215	960	0	5	715	410
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:	5	40	20	195	20	130	215	960	0	5	715	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	195	20	130	215	960	0	5	715	410
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
FinalVolume:	5	40	20	195	20	130	215	960	0	5	715	410
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2902	298	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.13	0.30	0.00	0.00	0.45	0.26
Crit Moves:		****		****			****				****	

APL
2025 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1250	120	225	610	0	0	0	0	95	0	565
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	1250	120	225	610	0	0	0	0	95	0	565
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	1250	120	225	610	0	0	0	0	95	0	565
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:	0	1250	120	225	610	0	0	0	0	95	0	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1250	120	225	610	0	0	0	0	95	0	565
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1250	120	225	610	0	0	0	0	95	0	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.74	0.26	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4380	420	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.14	0.13	0.00	0.00	0.00	0.00	0.06	0.00	0.18
Crit Moves:		****		****								****

APL
2025 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1175	0	0	1125	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:	0	0	0	0	0	0	0	1175	0	0	1125	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:	0	0	0	0	0	0	0	1175	0	0	1125	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:	0	0	0	0	0	0	0	1175	0	0	1125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1175	0	0	1125	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
FinalVolume:	0	0	0	0	0	0	0	1175	0	0	1125	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.44	0.00
Crit Moves:								****			****	

APL
2025 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	495	5	355	10	0	10	0	1185	275	160	725	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:	495	5	355	10	0	10	0	1185	275	160	725	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:	495	5	355	10	0	10	0	1185	275	160	725	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:	495	5	355	10	0	10	0	1185	275	160	725	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	5	355	10	0	10	0	1185	275	160	725	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
FinalVolume:	495	5	355	10	0	10	0	1185	275	160	725	0
OvlAdjVol:			195						25			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3168	32	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.12	0.01	0.00	0.01	0.00	0.37	0.17	0.06	0.23	0.00
OvlAdjV/S:			0.07						0.02			
Crit Moves:	****			****				****		****		

APL
2025 Alt 3
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	15	195	0	0	210	675	945	0	230	0	0	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:	15	195	0	0	210	675	945	0	230	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:	15	195	0	0	210	675	945	0	230	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	15	195	0	0	210	675	945	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	195	0	0	210	675	945	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	15	195	0	0	210	675	945	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.00	0.00	0.15	0.47	0.33	0.00	0.00	0.00	0.00	0.00
Crit Volume:	15				210		472				0	
Crit Moves:	****				****		****					

APL
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PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
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						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	23	1045	0	16	429	470	675	0	5	0	2	75
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:	23	1045	0	16	429	470	675	0	5	0	2	75
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:	23	1045	0	16	429	470	675	0	5	0	2	75
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:	23	1045	0	16	429	470	675	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1045	0	16	429	470	675	0	5	0	2	75
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
FinalVolume:	23	1045	0	16	429	470	675	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.00	0.01	0.31	0.34	0.25	0.00	0.00	0.00	0.00	0.05
Crit Volume:	23					470	338					75
Crit Moves:	****					****	****					****

APL
2027 Alt 3
AM Peak Hour

Scenario Report

Scenario:	2027 Red Proj 4 New Cranes AM
Command:	2027 Reduced Project 4 New Cranes AM
Volume:	2027 Reduced Project 4 New Cranes AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	490	0	0	305	865	0	0	0	15	385	360	2425
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	490	0	0	305	865	0	0	0	15	385	360	2425
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	320	0	0	495	305	0	0	0	0	1120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	320	0	0	495	305	0	0	0	0	1120
#3 Seaside Ave / Navy Way													
Base	420	0	990	0	0	0	0	2390	1115	0	2470	0	7385
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	420	0	990	0	0	0	0	2390	1115	0	2470	0	7385
#4 Ferry St / SR 47 Ramps													
Base	0	370	605	30	445	0	0	0	0	690	0	5	2145
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	370	605	30	445	0	0	0	0	690	0	5	2145
#5 Anaheim St / Henry Ford Ave													
Base	310	60	80	70	125	60	90	1000	340	25	1265	70	3495
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	310	60	80	70	125	60	90	1000	340	25	1265	70	3495
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	135	280	135	135	515	15	55	0	170	85	5	140	1670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	280	135	135	515	15	55	0	170	85	5	140	1670
#7 Alameda Street / Henry Ford Avenue													
Base	0	435	5	5	495	0	190	0	35	0	0	10	1175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	435	5	5	495	0	190	0	35	0	0	10	1175
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	125	0	150	220	1095	0	0	990	140	2720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	150	220	1095	0	0	990	140	2720
#9 Alameda St / PCH Ramp (O St)													
Base	0	800	275	0	920	0	0	0	0	175	0	185	2355
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	800	275	0	920	0	0	0	0	175	0	185	2355

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	325	35	130	135	690	5	10	710	325	2400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	325	35	130	135	690	5	10	710	325	2400
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	775	135	355	1150	0	0	0	0	100	0	385	2900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	775	135	355	1150	0	0	0	0	100	0	385	2900
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	1020	0	0	1040	0	2065
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	1020	0	0	1040	0	2065
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	235	35	270	5	15	10	30	640	345	175	1100	5	2865
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	235	35	270	5	15	10	30	640	345	175	1100	5	2865
#14 Ferry St / Terminal Way													
Base	185	160	0	0	235	900	795	0	115	0	0	0	2390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	185	160	0	0	235	900	795	0	115	0	0	0	2390
#15 Navy Way / Reeves Ave													
Base	131	827	50	28	568	520	565	4	376	10	4	18	3101
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	131	827	50	28	568	520	565	4	376	10	4	18	3101
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.302	A	xxxxx	0.302	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000 V/C
# 14 Ferry St / Terminal Way	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C

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AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	490	0	0	305	865	0	0	0	15	385	360
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:	5	490	0	0	305	865	0	0	0	15	385	360
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:	5	490	0	0	305	865	0	0	0	15	385	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	490	0	0	305	865	0	0	0	15	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	490	0	0	305	865	0	0	0	15	385	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	490	0	0	305	865	0	0	0	15	385	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.10	0.30	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

APL
2027 Alt 3
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	320	0	0	495	305	0	0	0	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:	0	0	0	320	0	0	495	305	0	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:	0	0	0	320	0	0	495	305	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:	0	0	0	320	0	0	495	305	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	0	495	305	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
FinalVolume:	0	0	0	320	0	0	495	305	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.17	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #4 Ferry St / SR 47 Ramps

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: 48 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	370	605	30	445	0	0	0	0	690	0	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:	0	370	605	30	445	0	0	0	0	690	0	5
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	370	605	30	445	0	0	0	0	690	0	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:	0	370	605	30	445	0	0	0	0	690	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	370	605	30	445	0	0	0	0	690	0	5
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
FinalVolume:	0	370	605	30	445	0	0	0	0	690	0	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:	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	2829	0	21
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.42	0.02	0.16	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Volume:		370		30				0		348		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	310	60	80	70	125	60	90	1000	340	25	1265	70
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:	310	60	80	70	125	60	90	1000	340	25	1265	70
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:	310	60	80	70	125	60	90	1000	340	25	1265	70
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:	310	60	80	70	125	60	90	1000	0	25	1265	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	60	80	70	125	60	90	1000	0	25	1265	70
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	310	60	80	70	125	60	90	1000	0	25	1265	70
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	1.00	1.00	1.00	2.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	2889	1386	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.06	0.05	0.04	0.04	0.06	0.35	0.00	0.02	0.44	0.05
Crit Volume:	155			70			90			633		
Crit Moves:	****			****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	135	280	135	135	515	15	55	0	170	85	5	140
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:	135	280	135	135	515	15	55	0	170	85	5	140
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:	135	280	135	135	515	15	55	0	170	85	5	140
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:	135	280	0	135	515	15	55	0	170	85	5	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	280	0	135	515	15	55	0	170	85	5	140
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
FinalVolume:	135	280	0	135	515	15	55	0	170	85	5	140
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.94	0.06	1.00
Final Sat.:	1375	2750	1375	2750	2672	78	1375	0	1375	1299	76	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.05	0.19	0.19	0.04	0.00	0.12	0.07	0.07	0.10
Crit Volume:	135				265				170		90	
Crit Moves:	****				****				****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	435	5	5	495	0	190	0	35	0	0	10
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	435	5	5	495	0	190	0	35	0	0	10
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	435	5	5	495	0	190	0	35	0	0	10
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	435	5	5	495	0	190	0	35	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	5	5	495	0	190	0	35	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	435	5	10	495	0	190	0	35	0	0	10
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	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	61	2939	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.08	0.17	0.00	0.13	0.00	0.02	0.00	0.00	0.01
Crit Volume:	0				253		190					10
Crit Moves:	****				****		****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	125	0	150	220	1095	0	0	990	140
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	0	0	125	0	150	220	1095	0	0	990	140
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	0	0	125	0	150	220	1095	0	0	990	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	150	220	1095	0	0	990	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	150	220	1095	0	0	990	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	150	220	1095	0	0	990	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.63	0.37
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3745	530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.15	0.38	0.00	0.00	0.26	0.26
Crit Volume:			0			125			220			377
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	800	275	0	920	0	0	0	0	175	0	185
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	800	275	0	920	0	0	0	0	175	0	185
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	800	275	0	920	0	0	0	0	175	0	185
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	800	275	0	920	0	0	0	0	175	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	800	275	0	920	0	0	0	0	175	0	185
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
FinalVolume:	0	800	275	0	920	0	0	0	0	175	0	185
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	2.23	0.77	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3181	1094	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.22	0.00	0.00	0.00	0.00	0.12	0.00	0.13
Crit Volume:			358		0			0				185
Crit Moves:		****	****									****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1 1	0	0 1	1 0	2	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	5	25	5	325	35	130	135	690	5	10	710	325
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:	5	25	5	325	35	130	135	690	5	10	710	325
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:	5	25	5	325	35	130	135	690	5	10	710	325
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:	5	25	5	325	35	130	135	690	5	10	710	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	325	35	130	135	690	5	10	710	325
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
FinalVolume:	5	25	5	325	35	130	135	690	5	10	710	325
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
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:	0.28 1.43		0.29	1.81 0.19		1.00	1.00 2.00		1.00	1.00 1.00		1.00
Final Sat.:	457 2286		457	2889	311	1600	1600 3200		1600	1600 1600		1600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.01		0.01	0.11 0.11		0.08	0.08 0.22		0.00	0.01 0.44		0.20
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	775	135	355	1150	0	0	0	0	100	0	385
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	775	135	355	1150	0	0	0	0	100	0	385
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	775	135	355	1150	0	0	0	0	100	0	385
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:	0	775	135	355	1150	0	0	0	0	100	0	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	775	135	355	1150	0	0	0	0	100	0	385
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:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	0	775	135	355	1150	0	0	0	0	100	0	385
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
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 2.55		0.45	1.00 3.00		0.00	0.00 0.00		0.00	1.00 0.00		2.00
Final Sat.:	0 4088		712	1600 4800		0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.19		0.19	0.22 0.24		0.00	0.00 0.00		0.00	0.06 0.00		0.12
Crit Moves:	****			****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	1020	0	0	1040	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:	0	0	0	0	0	0	5	1020	0	0	1040	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:	0	0	0	0	0	0	5	1020	0	0	1040	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:	0	0	0	0	0	0	5	1020	0	0	1040	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	1020	0	0	1040	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
FinalVolume:	0	0	0	0	0	0	5	1020	0	0	1040	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.41	0.00
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	235	35	270	5	15	10	30	640	345	175	1100	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:	235	35	270	5	15	10	30	640	345	175	1100	5
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:	235	35	270	5	15	10	30	640	345	175	1100	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:	235	35	270	5	15	10	30	640	345	175	1100	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	35	270	5	15	10	30	640	345	175	1100	5
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
FinalVolume:	235	35	270	5	15	10	30	640	345	175	1100	5
OvlAdjVol:			95						210			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.74	0.26	2.00	0.17	0.50	0.33	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2785	415	2880	267	800	533	1600	3200	1600	2880	3186	14
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.02	0.02	0.02	0.02	0.20	0.22	0.06	0.35	0.35
OvlAdjV/S:			0.03						0.13			
Crit Moves:	****					****	****				****	

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	C

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	185	160	0	0	235	900	795	0	115	0	0	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:	185	160	0	0	235	900	795	0	115	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:	185	160	0	0	235	900	795	0	115	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	185	160	0	0	235	900	795	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	160	0	0	235	900	795	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	185	160	0	0	235	900	795	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.00	0.00	0.16	0.63	0.28	0.00	0.00	0.00	0.00	0.00
Crit Volume:	185					900	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	131	827	50	28	568	520	565	4	376	10	4	18
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:	131	827	50	28	568	520	565	4	376	10	4	18
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:	131	827	50	28	568	520	565	4	376	10	4	18
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:	131	827	50	28	568	520	565	4	376	10	4	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	827	50	28	568	520	565	4	376	10	4	18
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
FinalVolume:	131	827	50	28	568	520	565	4	376	10	4	18
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	2.83	0.17	1.00	1.04	0.96	2.00	0.01	0.99	0.71	0.29	1.00
Final Sat.:	1375	3890	235	1375	1436	1314	2750	14	1361	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.02	0.40	0.40	0.21	0.28	0.28	0.01	0.01	0.01
Crit Volume:	131					544			380		14	
Crit Moves:	****					****			****		****	

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Scenario Report

Scenario:	2027 Red Proj 4 New Cranes MD
Command:	2027 Reduced Project 4 New Cranes MD
Volume:	2027 Reduced Project 4 New Cranes MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	585	0	0	425	655	0	0	0	10	210	335	2225
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	585	0	0	425	655	0	0	0	10	210	335	2225
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	435	5	0	585	290	0	0	0	0	1320
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	435	5	0	585	290	0	0	0	0	1320
#3 Seaside Ave / Navy Way													
Base	695	0	1330	0	0	0	0	1895	1220	0	1770	0	6910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	695	0	1330	0	0	0	0	1895	1220	0	1770	0	6910
#4 Ferry St / SR 47 Ramps													
Base	0	575	765	5	340	0	0	0	0	970	0	5	2660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	575	765	5	340	0	0	0	0	970	0	5	2660
#5 Anaheim St / Henry Ford Ave													
Base	260	180	85	160	245	110	135	1095	250	80	1120	140	3860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	260	180	85	160	245	110	135	1095	250	80	1120	140	3860
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	45	10	30	0	15	195	35	135	75	240	210	990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	45	10	30	0	15	195	35	135	75	240	210	990
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	115	0	120	245	995	0	0	915	185	2575
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	115	0	120	245	995	0	0	915	185	2575
#9 Alameda St / PCH Ramp (O St)													
Base	0	1130	235	0	1020	0	0	0	0	155	0	280	2820
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1130	235	0	1020	0	0	0	0	155	0	280	2820

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	250	30	95	150	610	10	10	615	440	2260
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	250	30	95	150	610	10	10	615	440	2260
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1115	225	155	880	0	0	0	0	225	0	395	2995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1115	225	155	880	0	0	0	0	225	0	395	2995
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	875	0	0	1055	0	1935
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	875	0	0	1055	0	1935
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	585	5	120	0	20	10	20	700	370	135	665	10	2640
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	585	5	120	0	20	10	20	700	370	135	665	10	2640
#14 Ferry St / Terminal Way													
Base	200	250	0	0	245	1065	1090	0	165	0	0	0	3015
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	250	0	0	245	1065	1090	0	165	0	0	0	3015
#15 Navy Way / Reeves Ave													
Base	68	1095	5	8	648	565	880	1	114	15	2	50	3451
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	68	1095	5	8	648	565	880	1	114	15	2	50	3451
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Veh	V/C	Future LOS	Veh	V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000
# 4 Ferry St / SR 47 Ramps	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000
# 14 Ferry St / Terminal Way	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000
# 15 Navy Way / Reeves Ave	D	xxxxx	0.841	D	xxxxx	0.841	+ 0.000

APL
2027 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	585	0	0	425	655	0	0	0	10	210	335
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:	5	585	0	0	425	655	0	0	0	10	210	335
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:	5	585	0	0	425	655	0	0	0	10	210	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	585	0	0	425	655	0	0	0	10	210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	585	0	0	425	655	0	0	0	10	210	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	585	0	0	425	655	0	0	0	10	210	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.13	0.23	0.00	0.00	0.00	0.01	0.07	0.00
Crit Moves:	****					****					****	

APL
2027 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	435	5	0	585	290	0	0	0	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:	0	5	0	435	5	0	585	290	0	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:	0	5	0	435	5	0	585	290	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:	0	5	0	435	5	0	585	290	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	435	5	0	585	290	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
FinalVolume:	0	5	0	435	5	0	585	290	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3164	36	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.20	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

APL
2027 Alt 3
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	575	765	5	340	0	0	0	0	970	0	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:	0	575	765	5	340	0	0	0	0	970	0	5
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	575	765	5	340	0	0	0	0	970	0	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:	0	575	765	5	340	0	0	0	0	970	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	575	765	5	340	0	0	0	0	970	0	5
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
FinalVolume:	0	575	765	5	340	0	0	0	0	970	0	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:	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	0.40	0.54	0.00	0.12	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Crit Volume:		575		5					0	487		
Crit Moves:		****		****						****		

APL
2027 Alt 3
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	260	180	85	160	245	110	135	1095	250	80	1120	140
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:	260	180	85	160	245	110	135	1095	250	80	1120	140
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:	260	180	85	160	245	110	135	1095	250	80	1120	140
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:	260	180	85	160	245	110	135	1095	0	80	1120	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	180	85	160	245	110	135	1095	0	80	1120	140
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	260	180	85	160	245	110	135	1095	0	80	1120	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.77	1.23	1.00	1.00	2.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2526	1749	1425	1425	2950	1325	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.11	0.08	0.08	0.09	0.38	0.00	0.06	0.39	0.10
Crit Volume:	147			160			135				560	
Crit Moves:	****			****			****				****	

APL
2027 Alt 3
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	45	10	30	0	15	195	35	135	75	240	210
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	45	10	30	0	15	195	35	135	75	240	210
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	45	10	30	0	15	195	35	135	75	240	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	45	0	30	0	15	195	35	135	75	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	45	0	30	0	15	195	35	135	75	240	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	45	0	30	0	15	195	35	135	75	240	210
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	2.00	1.00	2.00	1.00	1.00	1.00	0.21	0.79	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	283	1092	327	1048	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.14	0.12	0.12	0.23	0.23	0.15
Crit Volume:		23		15			195			315		
Crit Moves:	****			****			****			****		

APL
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MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95			25		
Crit Moves:	****			****			****			****		

APL
2027 Alt 3
MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	115	0	120	245	995	0	0	915	185
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	0	0	115	0	120	245	995	0	0	915	185
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	0	0	115	0	120	245	995	0	0	915	185
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	115	0	120	245	995	0	0	915	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	120	245	995	0	0	915	185
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
FinalVolume:	0	0	0	115	0	120	245	995	0	0	915	185
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3556	719
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.17	0.35	0.00	0.00	0.26	0.26
Crit Volume:		0		115			245					367
Crit Moves:				****			****					****

APL
2027 Alt 3
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	1130	235	0	1020	0	0	0	0	155	0	280
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	1130	235	0	1020	0	0	0	0	155	0	280
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	1130	235	0	1020	0	0	0	0	155	0	280
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	1130	235	0	1020	0	0	0	0	155	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1130	235	0	1020	0	0	0	0	155	0	280
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
FinalVolume:	0	1130	235	0	1020	0	0	0	0	155	0	280
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	2.48	0.52	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3539	736	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.00	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.20
Crit Volume:			455		0			0				280
Crit Moves:			****	****								****

APL
2027 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	250	30	95	150	610	10	10	615	440
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:	10	25	15	250	30	95	150	610	10	10	615	440
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:	10	25	15	250	30	95	150	610	10	10	615	440
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:	10	25	15	250	30	95	150	610	10	10	615	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	250	30	95	150	610	10	10	615	440
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
FinalVolume:	10	25	15	250	30	95	150	610	10	10	615	440
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.79	0.21	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2857	343	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.09	0.09	0.06	0.09	0.19	0.01	0.01	0.38	0.28
Crit Moves:		****		****			****				****	

APL
2027 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1115	225	155	880	0	0	0	0	225	0	395
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	1115	225	155	880	0	0	0	0	225	0	395
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	1115	225	155	880	0	0	0	0	225	0	395
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:	0	1115	225	155	880	0	0	0	0	225	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1115	225	155	880	0	0	0	0	225	0	395
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1115	225	155	880	0	0	0	0	225	0	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.50	0.50	1.00	3.00	0.00	0.00	0.00	0.00	1.09	xxxx	1.91
Final Sat.:	0	3994	806	1600	4800	0	0	0	0	1742	0	3058
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.10	0.18	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****						****		

APL
2027 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	875	0	0	1055	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
FinalVolume:	0	0	0	0	0	5	0	875	0	0	1055	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.41	0.00
Crit Moves:				****			****				****	

APL
2027 Alt 3
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	585	5	120	0	20	10	20	700	370	135	665	10
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:	585	5	120	0	20	10	20	700	370	135	665	10
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:	585	5	120	0	20	10	20	700	370	135	665	10
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:	585	5	120	0	20	10	20	700	370	135	665	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	5	120	0	20	10	20	700	370	135	665	10
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
FinalVolume:	585	5	120	0	20	10	20	700	370	135	665	10
OvlAdjVol:			0						75			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.67	0.33	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	3173	27	2880	0	1067	533	1600	3200	1600	2880	3153	47
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.04	0.00	0.02	0.02	0.01	0.22	0.23	0.05	0.21	0.21
OvlAdjV/S:			0.00						0.05			
Crit Moves:	****					****		****		****		

APL
2027 Alt 3
MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	200	250	0	0	245	1065	1090	0	165	0	0	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:	200	250	0	0	245	1065	1090	0	165	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:	200	250	0	0	245	1065	1090	0	165	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	200	250	0	0	245	1065	1090	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	250	0	0	245	1065	1090	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	200	250	0	0	245	1065	1090	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.00	0.00	0.17	0.75	0.38	0.00	0.00	0.00	0.00	0.00
Crit Volume:	200					1065	0				0	
Crit Moves:	****					****	****					

APL
2027 Alt 3
MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	68	1095	5	8	648	565	880	1	114	15	2	50
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:	68	1095	5	8	648	565	880	1	114	15	2	50
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:	68	1095	5	8	648	565	880	1	114	15	2	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:	68	1095	5	8	648	565	880	1	114	15	2	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1095	5	8	648	565	880	1	114	15	2	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
FinalVolume:	68	1095	5	8	648	565	880	1	114	15	2	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:	1.00	2.99	0.01	1.00	1.07	0.93	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4106	19	1375	1469	1281	2750	12	1363	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.01	0.44	0.44	0.32	0.08	0.08	0.01	0.01	0.04
Crit Volume:	68					607	440					50
Crit Moves:	****					****	****					****

APL
2027 Alt 3
PM Peak Hour

Scenario Report

Scenario:	2027 Red Proj 4 New Cranes PM
Command:	2027 Reduced Project 4 New Cranes PM
Volume:	2027 Reduced Project 4 New Cranes PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2027 Alt 3
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	565	0	0	165	710	0	0	0	15	280	360	2105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	565	0	0	165	710	0	0	0	15	280	360	2105
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	305	0	0	570	360	0	0	0	0	1245
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	305	0	0	570	360	0	0	0	0	1245
#3 Seaside Ave / Navy Way													
Base	650	0	1250	0	0	0	0	2600	940	0	2465	0	7905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	650	0	1250	0	0	0	0	2600	940	0	2465	0	7905
#4 Ferry St / SR 47 Ramps													
Base	0	670	475	5	440	0	0	0	0	475	0	5	2070
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	670	475	5	440	0	0	0	0	475	0	5	2070
#5 Anaheim St / Henry Ford Ave													
Base	330	275	230	315	285	80	95	1270	220	95	1490	230	4915
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	330	275	230	315	285	80	95	1270	220	95	1490	230	4915
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	315	35	110	335	50	70	0	10	90	0	430	1455
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	315	35	110	335	50	70	0	10	90	0	430	1455
#7 Alameda Street / Henry Ford Avenue													
Base	0	605	20	10	195	0	210	0	25	20	5	35	1125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	605	20	10	195	0	210	0	25	20	5	35	1125
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	155	0	235	255	1475	0	0	1275	200	3595
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	155	0	235	255	1475	0	0	1275	200	3595
#9 Alameda St / PCH Ramp (O St)													
Base	0	1125	390	0	1020	0	0	0	0	240	0	220	2995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1125	390	0	1020	0	0	0	0	240	0	220	2995

APL
2027 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	190	20	135	220	990	0	5	750	395	2770
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	190	20	135	220	990	0	5	750	395	2770
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1310	110	235	640	0	0	0	0	90	0	565	2950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1310	110	235	640	0	0	0	0	90	0	565	2950
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1205	0	0	1150	0	2355
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1205	0	0	1150	0	2355
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	500	5	375	10	0	10	0	1200	290	190	765	0	3345
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	500	5	375	10	0	10	0	1200	290	190	765	0	3345
#14 Ferry St / Terminal Way													
Base	55	205	0	0	215	700	940	0	230	0	0	0	2345
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	205	0	0	215	700	940	0	230	0	0	0	2345
#15 Navy Way / Reeves Ave													
Base	23	1105	0	16	444	480	720	0	5	0	2	75	2870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	1105	0	16	444	480	720	0	5	0	2	75	2870
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 3
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.396	A	xxxxx	0.396	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	E	xxxxx	0.972	E	xxxxx	0.972	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.872	D	xxxxx	0.872	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C

APL
2027 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	565	0	0	165	710	0	0	0	15	280	360
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:	10	565	0	0	165	710	0	0	0	15	280	360
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:	10	565	0	0	165	710	0	0	0	15	280	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	565	0	0	165	710	0	0	0	15	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	565	0	0	165	710	0	0	0	15	280	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	565	0	0	165	710	0	0	0	15	280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.00	0.05	0.25	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

APL
2027 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	305	0	0	570	360	0	0	0	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:	0	5	5	305	0	0	570	360	0	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:	0	5	5	305	0	0	570	360	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:	0	5	5	305	0	0	570	360	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	305	0	0	570	360	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
FinalVolume:	0	5	5	305	0	0	570	360	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.20	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
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PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	670	475	5	440	0	0	0	0	475	0	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:	0	670	475	5	440	0	0	0	0	475	0	5
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	670	475	5	440	0	0	0	0	475	0	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:	0	670	475	5	440	0	0	0	0	475	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	475	5	440	0	0	0	0	475	0	5
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
FinalVolume:	0	670	475	5	440	0	0	0	0	475	0	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:	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	0.47	0.33	0.00	0.15	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Volume:		670			5			0		240		
Crit Moves:		****			****					****		

APL
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PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	330	275	230	315	285	80	95	1270	220	95	1490	230
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:	330	275	230	315	285	80	95	1270	220	95	1490	230
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:	330	275	230	315	285	80	95	1270	220	95	1490	230
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:	330	275	230	315	285	80	95	1270	0	95	1490	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	275	230	315	285	80	95	1270	0	95	1490	230
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	330	275	230	315	285	80	95	1270	0	95	1490	230
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:	1.64	1.36	1.00	1.00	2.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2332	1943	1425	1425	3338	937	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.16	0.22	0.09	0.09	0.07	0.45	0.00	0.07	0.52	0.16
Crit Volume:			230	315			95			745		
Crit Moves:			****	****			****			****		

APL
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PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

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:	43	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	315	35	110	335	50	70	0	10	90	0	430
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:	10	315	35	110	335	50	70	0	10	90	0	430
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:	10	315	35	110	335	50	70	0	10	90	0	430
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:	10	315	0	110	335	50	70	0	10	90	0	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	315	0	110	335	50	70	0	10	90	0	430
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
FinalVolume:	10	315	0	110	335	50	70	0	10	90	0	430
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2393	357	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.31
Crit Volume:	10				193		70					430
Crit Moves:	****				****		****					****

APL
2027 Alt 3
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	605	20	10	195	0	210	0	25	20	5	35
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	605	20	10	195	0	210	0	25	20	5	35
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	605	20	10	195	0	210	0	25	20	5	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	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	605	20	10	195	0	210	0	25	20	5	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	605	20	10	195	0	210	0	25	20	5	35
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	605	20	40	195	0	210	0	25	20	5	35
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	1.00	0.46	1.54	0.00	1.00	0.00	1.00	0.33	0.08	0.59
Final Sat.:	0	3000	1500	686	2314	0	1500	0	1500	500	125	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.01	0.01	0.08	0.00	0.14	0.00	0.02	0.04	0.04	0.04
Crit Volume:		303			10		210				60	
Crit Moves:		****			****		****				****	

APL
2027 Alt 3
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:																
Base Vol:	0	0	0	155	0	235	255	1475	0	0	1275	200
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	0	0	155	0	235	255	1475	0	0	1275	200
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	0	0	155	0	235	255	1475	0	0	1275	200
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	155	0	235	255	1475	0	0	1275	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	235	255	1475	0	0	1275	200
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
FinalVolume:	0	0	0	155	0	235	255	1475	0	0	1275	200
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.59	0.41
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3695	580
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.16	0.18	0.52	0.00	0.00	0.35	0.35
Crit Volume:			0			155			255			492				
Crit Moves:				****			****				****					

APL
2027 Alt 3
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

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: 48 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	1125	390	0	1020	0	0	0	0	240	0	220
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	1125	390	0	1020	0	0	0	0	240	0	220
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	1125	390	0	1020	0	0	0	0	240	0	220
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	1125	390	0	1020	0	0	0	0	240	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1125	390	0	1020	0	0	0	0	240	0	220
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
FinalVolume:	0	1125	390	0	1020	0	0	0	0	240	0	220
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	2.23	0.77	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3175	1100	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.35	0.00	0.24	0.00	0.00	0.00	0.00	0.17	0.00	0.15
Crit Volume:			505			0			0			240				
Crit Moves:		****			****						****					

APL
2027 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	1 0	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	190	20	135	220	990	0	5	750	395
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:	5	40	20	190	20	135	220	990	0	5	750	395
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:	5	40	20	190	20	135	220	990	0	5	750	395
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:	5	40	20	190	20	135	220	990	0	5	750	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	190	20	135	220	990	0	5	750	395
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
FinalVolume:	5	40	20	190	20	135	220	990	0	5	750	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2895	305	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.14	0.31	0.00	0.00	0.47	0.25
Crit Moves:		****		****			****				****	

APL
2027 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1310	110	235	640	0	0	0	0	90	0	565
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	1310	110	235	640	0	0	0	0	90	0	565
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	1310	110	235	640	0	0	0	0	90	0	565
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:	0	1310	110	235	640	0	0	0	0	90	0	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1310	110	235	640	0	0	0	0	90	0	565
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1310	110	235	640	0	0	0	0	90	0	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.77	0.23	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4428	372	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.15	0.13	0.00	0.00	0.00	0.00	0.06	0.00	0.18
Crit Moves:		****		****								****

APL
2027 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1205	0	0	1150	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:	0	0	0	0	0	0	0	1205	0	0	1150	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:	0	0	0	0	0	0	0	1205	0	0	1150	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:	0	0	0	0	0	0	0	1205	0	0	1150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1205	0	0	1150	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
FinalVolume:	0	0	0	0	0	0	0	1205	0	0	1150	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.45	0.00
Crit Moves:								****			****	

APL
2027 Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	500	5	375	10	0	10	0	1200	290	190	765	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:	500	5	375	10	0	10	0	1200	290	190	765	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:	500	5	375	10	0	10	0	1200	290	190	765	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:	500	5	375	10	0	10	0	1200	290	190	765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	5	375	10	0	10	0	1200	290	190	765	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
FinalVolume:	500	5	375	10	0	10	0	1200	290	190	765	0
OvlAdjVol:			185						37			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3168	32	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.01	0.00	0.01	0.00	0.38	0.18	0.07	0.24	0.00
OvlAdjV/S:			0.06						0.02			
Crit Moves:	****			****				****		****		

APL
2027 Alt 3
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	55	205	0	0	215	700	940	0	230	0	0	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:	55	205	0	0	215	700	940	0	230	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:	55	205	0	0	215	700	940	0	230	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	55	205	0	0	215	700	940	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	205	0	0	215	700	940	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	55	205	0	0	215	700	940	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.15	0.49	0.33	0.00	0.00	0.00	0.00	0.00
Crit Volume:	55					700	0				0	
Crit Moves:	****					****	****					

APL
2027 Alt 3
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	23	1105	0	16	444	480	720	0	5	0	2	75
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:	23	1105	0	16	444	480	720	0	5	0	2	75
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:	23	1105	0	16	444	480	720	0	5	0	2	75
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:	23	1105	0	16	444	480	720	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1105	0	16	444	480	720	0	5	0	2	75
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
FinalVolume:	23	1105	0	16	444	480	720	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.01	0.32	0.35	0.26	0.00	0.00	0.00	0.00	0.05
Crit Volume:	23					480	360					75
Crit Moves:	****					****	****					****

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Scenario Report

Scenario:	2015 Red Proj No New Wharf AM
Command:	2015 Reduced Project No New Wharf AM
Volume:	2015 Reduced Project No New Wharf AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	240	0	0	135	700	0	0	0	5	275	100	1460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	240	0	0	135	700	0	0	0	5	275	100	1460
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	140	0	0	245	235	0	0	0	0	620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	140	0	0	245	235	0	0	0	0	620
#3 Seaside Ave / Navy Way													
Base	90	0	625	0	0	0	0	2060	780	0	2030	0	5585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	0	625	0	0	0	0	2060	780	0	2030	0	5585
#4 Ferry St / SR 47 Ramps													
Base	0	195	255	5	380	0	0	0	0	270	0	0	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	195	255	5	380	0	0	0	0	270	0	0	1105
#5 Anaheim St / Henry Ford Ave													
Base	115	60	55	120	230	55	80	800	260	40	990	125	2930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	115	60	55	120	230	55	80	800	260	40	990	125	2930
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	125	130	90	175	385	25	55	0	140	25	5	50	1205
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	125	130	90	175	385	25	55	0	140	25	5	50	1205
#7 Alameda Street / Henry Ford Avenue													
Base	0	395	5	5	395	0	80	0	0	0	0	10	890
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	395	5	5	395	0	80	0	0	0	0	10	890
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	280	0	335	220	860	0	0	850	155	2700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	280	0	335	220	860	0	0	850	155	2700
#9 Alameda St / PCH Ramp (O St)													
Base	0	400	395	225	600	0	0	0	0	140	0	235	1995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	400	395	225	600	0	0	0	0	140	0	235	1995

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	225	35	160	140	565	5	10	655	215	2045
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	225	35	160	140	565	5	10	655	215	2045
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	560	70	350	945	0	0	0	0	50	0	330	2305
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	560	70	350	945	0	0	0	0	50	0	330	2305
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	795	0	0	875	0	1675
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	795	0	0	875	0	1675
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	70	30	150	5	20	5	35	550	325	240	680	10	2120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	30	150	5	20	5	35	550	325	240	680	10	2120
#14 Ferry St / Terminal Way													
Base	140	105	0	0	215	435	315	0	115	0	0	0	1325
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	105	0	0	215	435	315	0	115	0	0	0	1325
#15 Navy Way / Reeves Ave													
Base	120	305	50	55	255	475	390	20	360	10	15	20	2075
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	305	50	55	255	475	390	20	360	10	15	20	2075
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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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
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.229	A	xxxxx	0.229	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.235	A	xxxxx	0.235	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.364	A	xxxxx	0.364	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.195	A	xxxxx	0.195	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.482
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)				Ocean Blvd			
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		Ignore	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 2 0 0		0 0 2 0 2		0 0 0 0 0		1 0 2 0 1	
Volume Module:								
Base Vol:	5 240	0	0 135	700	0	0	0	5 275 100
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:	5 240	0	0 135	700	0	0	0	5 275 100
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:	5 240	0	0 135	700	0	0	0	5 275 100
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
PHF Volume:	5 240	0	0 135	700	0	0	0	5 275 0
Reduct Vol:	0 0	0	0 0	0	0	0	0	0 0 0
Reduced Vol:	5 240	0	0 135	700	0	0	0	5 275 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	0.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	0.00
FinalVolume:	5 240	0	0 135	700	0	0	0	5 275 0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	0.90	1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	1.00 2.00	0.00	0.00 2.00	2.00	0.00 0.00	0.00	1.00 2.00	1.00
Final Sat.:	1600 3200	0	0 3200	2880	0	0	0	1600 3200 1600
Capacity Analysis Module:								
Vol/Sat:	0.00 0.08	0.00	0.00 0.04	0.24	0.00 0.00	0.00	0.00 0.09	0.00
Crit Moves:	****			****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.229
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)				Ocean Blvd			
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		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 2 0 1		1 1 0 0 0		2 0 1 1 0		0 0 0 0 0	
Volume Module:								
Base Vol:	0 0	0	140	0	0	245 235	0	0 0 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:	0 0	0	140	0	0	245 235	0	0 0 0
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:	0 0	0	140	0	0	245 235	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:	0 0	0	140	0	0	245 235	0	0 0 0
Reduct Vol:	0 0	0	0 0	0	0	0 0	0	0 0 0
Reduced Vol:	0 0	0	140	0	0	245 235	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
FinalVolume:	0 0	0	140	0	0	245 235	0	0 0 0
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	0.90 1.00	1.00	1.00 1.00	1.00
Lanes:	0.00 2.00	1.00	2.00 0.00	0.00	2.00 2.00	0.00	0.00 0.00	0.00
Final Sat.:	0 3200	1600	3200	0	0	2880 3200	0	0 0 0
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00	0.00	0.04	0.00	0.00	0.09 0.07	0.00	0.00 0.00
Crit Moves:			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	1	0	3	0	1	2	0	3	0	0
Volume Module:																					
Base Vol:	90	0	625	0	0	0	0	2060	780	0	2030	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:	90	0	625	0	0	0	0	2060	780	0	2030	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:	90	0	625	0	0	0	0	2060	780	0	2030	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:	90	0	0	0	0	0	0	2060	780	0	2030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	0	0	0	0	0	2060	780	0	2030	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
FinalVolume:	90	0	0	0	0	0	0	2060	780	0	2030	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	0.48	0.55	0.00	0.47	0.00
Crit Volume:	0			0					780	0		
Crit Moves:	****								****	****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.235
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	195	255	5	380	0	0	0	0	270	0	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:	0	195	255	5	380	0	0	0	0	270	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:	0	195	255	5	380	0	0	0	0	270	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:	0	195	255	5	380	0	0	0	0	270	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	195	255	5	380	0	0	0	0	270	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
FinalVolume:	0	195	255	5	380	0	0	0	0	270	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:																					
Vol/Sat:	0.00	0.14	0.18	0.00	0.13	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Volume:		195			5				0		135	
Crit Moves:		****			****						****	

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

Intersection #5 Anaheim St / Henry Ford 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:	39	Level Of Service:	A

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	115	60	55	120	230	55	80	800	260	40	990	125
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:	115	60	55	120	230	55	80	800	260	40	990	125
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:	115	60	55	120	230	55	80	800	260	40	990	125
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:	115	60	55	120	230	55	80	800	0	40	990	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	60	55	120	230	55	80	800	0	40	990	125
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	115	60	55	120	230	55	80	800	0	40	990	125
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:	1.97	1.03	1.00	1.00	2.42	0.58	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2809	1466	1425	1425	3450	825	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.07	0.07	0.06	0.28	0.00	0.03	0.35	0.09
Crit Volume:	58			120			80			495		
Crit Moves:	****			****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	125	130	90	175	385	25	55	0	140	25	5	50
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:	125	130	90	175	385	25	55	0	140	25	5	50
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:	125	130	90	175	385	25	55	0	140	25	5	50
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:	125	130	0	175	385	25	55	0	140	25	5	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	130	0	175	385	25	55	0	140	25	5	50
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
FinalVolume:	125	130	0	175	385	25	55	0	140	25	5	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:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	0.00	1.00	0.83	0.17	1.00
Final Sat.:	1375	2750	1375	2750	2582	168	1375	0	1375	1146	229	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.00	0.06	0.15	0.15	0.04	0.00	0.10	0.02	0.02	0.04
Crit Volume:	125			205					140		30	
Crit Moves:	****			****					****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.195
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	14	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1 0	0 1	0	0	0 0	0 1
Volume Module:												
Base Vol:	0	395	5	5	395	0	80	0	0	0	0	10
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	395	5	5	395	0	80	0	0	0	0	10
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	395	5	5	395	0	80	0	0	0	0	10
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	395	5	5	395	0	80	0	0	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	395	5	5	395	0	80	0	0	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	395	5	10	395	0	80	0	0	0	0	10
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	1.00	0.05	1.95	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	76	2924	0	1500	1500	0	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.07	0.14	0.00	0.05	0.00	0.00	0.00	0.00	0.01
Crit Volume:	0			203			80					10
Crit Moves:	****			****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	280	0	335	220	860	0	0	850	155
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	0	0	280	0	335	220	860	0	0	850	155
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	0	0	280	0	335	220	860	0	0	850	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	280	0	335	220	860	0	0	850	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	280	0	335	220	860	0	0	850	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	280	0	335	220	860	0	0	850	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3616	659
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.24	0.15	0.30	0.00	0.00	0.24	0.24
Crit Volume:	0			280			220				335	
Crit Moves:				****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	400	395	225	600	0	0	0	0	140	0	235
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	400	395	225	600	0	0	0	0	140	0	235
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	400	395	225	600	0	0	0	0	140	0	235
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	400	395	225	600	0	0	0	0	140	0	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	400	395	225	600	0	0	0	0	140	0	235
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
FinalVolume:	0	400	395	225	600	0	0	0	0	140	0	235
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	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.28	0.16	0.14	0.00	0.00	0.00	0.00	0.10	0.00	0.16
Crit Volume:			395	225					0	140		
Crit Moves:			****	****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	25	5	225	35	160	140	565	5	10	655	215
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:	5	25	5	225	35	160	140	565	5	10	655	215
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:	5	25	5	225	35	160	140	565	5	10	655	215
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:	5	25	5	225	35	160	140	565	5	10	655	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	225	35	160	140	565	5	10	655	215
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
FinalVolume:	5	25	5	225	35	160	140	565	5	10	655	215
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.73	0.27	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2769	431	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.08	0.08	0.10	0.09	0.18	0.00	0.01	0.41	0.13
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	560	70	350	945	0	0	0	0	50	0	330
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	560	70	350	945	0	0	0	0	50	0	330
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	560	70	350	945	0	0	0	0	50	0	330
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:	0	560	70	350	945	0	0	0	0	50	0	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	560	70	350	945	0	0	0	0	50	0	330
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	560	70	350	945	0	0	0	0	50	0	330
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.67	0.33	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4267	533	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.20	0.00	0.00	0.00	0.00	0.03	0.00	0.10
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	795	0	0	875	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:	0	0	0	0	0	0	5	795	0	0	875	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:	0	0	0	0	0	0	5	795	0	0	875	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:	0	0	0	0	0	0	5	795	0	0	875	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	795	0	0	875	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
FinalVolume:	0	0	0	0	0	0	5	795	0	0	875	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.34	0.00
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	70	30	150	5	20	5	35	550	325	240	680	10
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	30	150	5	20	5	35	550	325	240	680	10
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:	70	30	150	5	20	5	35	550	325	240	680	10
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:	70	30	150	5	20	5	35	550	325	240	680	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	30	150	5	20	5	35	550	325	240	680	10
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
FinalVolume:	70	30	150	5	20	5	35	550	325	240	680	10
OvlAdjVol:			0						275			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.40	0.60	2.00	0.16	0.67	0.17	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	2240	960	2880	267	1067	267	1600	3200	1600	2880	3154	46
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.02	0.02	0.02	0.02	0.17	0.20	0.08	0.22	0.22
OvlAdjV/S:			0.00						0.17			
Crit Moves:	****			****			****			****		

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AM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

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:	38	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	140	105	0	0	215	435	315	0	115	0	0	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:	140	105	0	0	215	435	315	0	115	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:	140	105	0	0	215	435	315	0	115	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	105	0	0	215	435	315	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	105	0	0	215	435	315	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	105	0	0	215	435	315	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.00	0.00	0.15	0.31	0.11	0.00	0.00	0.00	0.00	0.00
Crit Volume:	140					435	0				0	
Crit Moves:	****					****	****					

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AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	C

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	120	305	50		55	255	475		390	20	360		10	15	20	
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:	120	305	50		55	255	475		390	20	360		10	15	20	
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:	120	305	50		55	255	475		390	20	360		10	15	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:	120	305	50		55	255	475		390	20	360		10	15	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	305	50		55	255	475		390	20	360		10	15	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	
FinalVolume:	120	305	50		55	255	475		390	20	360		10	15	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:	1.00	2.58	0.42		1.00	1.00	1.00		2.00	0.05	0.95		0.40	0.60	1.00	
Final Sat.:	1375	3544	581		1375	1375	1375		2750	72	1303		550	825	1375	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.09	0.09		0.04	0.19	0.35		0.14	0.28	0.28		0.02	0.02	0.01	
Crit Volume:	120						475			380				25		
Crit Moves:	****						****			****				****		

APL
2015 Alt 4
MD Peak Hour

Scenario Report

Scenario:	2015 Red Proj No New Wharf MD
Command:	2015 Reduced Project No New Wharf MD
Volume:	2015 Reduced Project No New Wharf MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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2015 Alt 4
MD Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	310	0	0	255	435	0	0	0	5	235	150	1395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	310	0	0	255	435	0	0	0	5	235	150	1395
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	260	5	0	310	300	0	0	0	0	880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	260	5	0	310	300	0	0	0	0	880
#3 Seaside Ave / Navy Way													
Base	325	0	1090	0	0	0	0	1240	820	0	1315	0	4790
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	325	0	1090	0	0	0	0	1240	820	0	1315	0	4790
#4 Ferry St / SR 47 Ramps													
Base	0	305	460	5	285	0	0	0	0	450	0	5	1510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	305	460	5	285	0	0	0	0	450	0	5	1510
#5 Anaheim St / Henry Ford Ave													
Base	230	250	115	215	345	100	105	840	195	85	800	155	3435
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	230	250	115	215	345	100	105	840	195	85	800	155	3435
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	130	25	30	15	20	195	25	185	105	235	215	1180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	130	25	30	15	20	195	25	185	105	235	215	1180
#7 Alameda Street / Henry Ford Avenue													
Base	0	565	35	5	355	0	95	5	0	0	5	20	1085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	565	35	5	355	0	95	5	0	0	5	20	1085
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	255	0	250	205	895	0	0	840	175	2620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	255	0	250	205	895	0	0	840	175	2620
#9 Alameda St / PCH Ramp (O St)													
Base	0	650	295	205	590	0	0	0	0	100	0	285	2125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	650	295	205	590	0	0	0	0	100	0	285	2125

APL
2015 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	150	30	115	175	495	10	10	555	295	1885
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	150	30	115	175	495	10	10	555	295	1885
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	725	110	180	615	0	0	0	0	100	0	395	2125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	725	110	180	615	0	0	0	0	100	0	395	2125
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	660	0	0	845	0	1510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	660	0	0	845	0	1510
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	430	5	215	0	25	5	20	590	330	165	305	10	2100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	430	5	215	0	25	5	20	590	330	165	305	10	2100
#14 Ferry St / Terminal Way													
Base	85	230	0	0	225	510	540	0	215	0	0	0	1805
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	85	230	0	0	225	510	540	0	215	0	0	0	1805
#15 Navy Way / Reeves Ave													
Base	60	545	5	15	300	505	810	5	110	15	10	50	2430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	545	5	15	300	505	810	5	110	15	10	50	2430
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Alt 4
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.292	A	xxxxx	0.292	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.377	A	xxxxx	0.377	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.272	A	xxxxx	0.272	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C

APL
2015 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	310	0	0	255	435	0	0	0	5	235	150
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:	5	310	0	0	255	435	0	0	0	5	235	150
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:	5	310	0	0	255	435	0	0	0	5	235	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	310	0	0	255	435	0	0	0	5	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	310	0	0	255	435	0	0	0	5	235	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	310	0	0	255	435	0	0	0	5	235	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.08	0.15	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****					****					****	

APL
2015 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.292
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	260	5	0	310	300	0	0	0	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:	0	5	0	260	5	0	310	300	0	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:	0	5	0	260	5	0	310	300	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:	0	5	0	260	5	0	310	300	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	260	5	0	310	300	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
FinalVolume:	0	5	0	260	5	0	310	300	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.96	0.04	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3140	60	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.00	0.11	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

APL
2015 Alt 4
MD Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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:	325	0	1090	0	0	0	0	1240	820	0	1315	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:	325	0	1090	0	0	0	0	1240	820	0	1315	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:	325	0	1090	0	0	0	0	1240	820	0	1315	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:	325	0	0	0	0	0	0	1240	820	0	1315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	0	0	0	0	0	0	1240	820	0	1315	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
FinalVolume:	325	0	0	0	0	0	0	1240	820	0	1315	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:	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.58	0.00	0.31	0.00
Crit Volume:	163			0			413			438		
Crit Moves:	****									****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	305	460	5	285	0	0	0	0	450	0	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:	0	305	460	5	285	0	0	0	0	450	0	5
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	305	460	5	285	0	0	0	0	450	0	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:	0	305	460	5	285	0	0	0	0	450	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	305	460	5	285	0	0	0	0	450	0	5
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
FinalVolume:	0	305	460	5	285	0	0	0	0	450	0	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:	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	2819	0	31
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.32	0.00	0.10	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:		305			5					0	227	
Crit Moves:		****		****							****	

APL
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MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	230	250	115	215	345	100	105	840	195	85	800	155
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:	230	250	115	215	345	100	105	840	195	85	800	155
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:	230	250	115	215	345	100	105	840	195	85	800	155
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:	230	250	115	215	345	100	105	840	0	85	800	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	250	115	215	345	100	105	840	0	85	800	155
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	230	250	115	215	345	100	105	840	0	85	800	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.44	1.56	1.00	1.00	2.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2048	2227	1425	1425	3314	961	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.08	0.15	0.10	0.10	0.07	0.29	0.00	0.06	0.28	0.11
Crit Volume:		160		215			105				400	
Crit Moves:		****		****			****				****	

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	130	25	30	15	20	195	25	185	105	235	215
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	130	25	30	15	20	195	25	185	105	235	215
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	130	25	30	15	20	195	25	185	105	235	215
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:	0	130	0	30	15	20	195	25	185	105	235	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	130	0	30	15	20	195	25	185	105	235	215
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
FinalVolume:	0	130	0	30	15	20	195	25	185	105	235	215
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	2.00	1.00	2.00	1.00	1.00	1.00	0.12	0.88	0.31	0.69	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	164	1211	425	950	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.01	0.01	0.01	0.14	0.15	0.15	0.25	0.25	0.16
Crit Volume:		65		15					210		340	
Crit Moves:		****		****					****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.272
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	565	35	5	355	0	95	5	0	0	5	20
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	565	35	5	355	0	95	5	0	0	5	20
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	565	35	5	355	0	95	5	0	0	5	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:	0	565	35	5	355	0	95	5	0	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	565	35	5	355	0	95	5	0	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	565	35	10	355	0	95	5	0	0	5	20
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	1.00	0.06	1.94	0.00	1.00	1.00	0.00	0.00	0.20	0.80
Final Sat.:	0	3000	1500	85	2915	0	1500	1500	0	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.02	0.06	0.12	0.00	0.06	0.00	0.00	0.00	0.02	0.02
Crit Volume:		283		5			95				25	
Crit Moves:		****		****			****				****	

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

Intersection #8 PCH/Alameda Ramp (O St)

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:	52	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	255	0	250	205	895	0	0	840	175
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	0	0	255	0	250	205	895	0	0	840	175
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	0	0	255	0	250	205	895	0	0	840	175
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	255	0	250	205	895	0	0	840	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	250	205	895	0	0	840	175
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
FinalVolume:	0	0	0	255	0	250	205	895	0	0	840	175
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.48	0.52
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3538	737
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.14	0.31	0.00	0.00	0.24	0.24
Crit Volume:		0		255			205				338	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	650	295	205	590	0	0	0	0	100	0	285
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	650	295	205	590	0	0	0	0	100	0	285
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	650	295	205	590	0	0	0	0	100	0	285
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	650	295	205	590	0	0	0	0	100	0	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	650	295	205	590	0	0	0	0	100	0	285
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
FinalVolume:	0	650	295	205	590	0	0	0	0	100	0	285
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	2.06	0.94	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2940	1335	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.14	0.14	0.00	0.00	0.00	0.00	0.07	0.00	0.20
Crit Volume:		315		205				0		100		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	150	30	115	175	495	10	10	555	295
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:	10	25	15	150	30	115	175	495	10	10	555	295
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:	10	25	15	150	30	115	175	495	10	10	555	295
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:	10	25	15	150	30	115	175	495	10	10	555	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	150	30	115	175	495	10	10	555	295
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
FinalVolume:	10	25	15	150	30	115	175	495	10	10	555	295
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.67	0.33	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2667	533	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.06	0.07	0.11	0.15	0.01	0.01	0.35	0.18
Crit Moves:		****		****			****				****	

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2015 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	725	110	180	615	0	0	0	0	100	0	395
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	725	110	180	615	0	0	0	0	100	0	395
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	725	110	180	615	0	0	0	0	100	0	395
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:	0	725	110	180	615	0	0	0	0	100	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	725	110	180	615	0	0	0	0	100	0	395
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	725	110	180	615	0	0	0	0	100	0	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.60	0.40	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4168	632	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.11	0.13	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	660	0	0	845	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
FinalVolume:	0	0	0	0	0	5	0	660	0	0	845	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.33	0.00
Crit Moves:					****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0 0 2	0	0	0 1 0	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	430	5	215	0	25	5	20	590	330	165	305	10
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:	430	5	215	0	25	5	20	590	330	165	305	10
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:	430	5	215	0	25	5	20	590	330	165	305	10
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:	430	5	215	0	25	5	20	590	330	165	305	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	5	215	0	25	5	20	590	330	165	305	10
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
FinalVolume:	430	5	215	0	25	5	20	590	330	165	305	10
OvlAdjVol:			50						112			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.83	0.17	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	3163	37	2880	0	1333	267	1600	3200	1600	2880	3098	102
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.07	0.00	0.02	0.02	0.01	0.18	0.21	0.06	0.10	0.10
OvlAdjV/S:			0.02						0.07			
Crit Moves:	****			****			****			****		

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

Intersection #14 Ferry St / Terminal Way

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: 39 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	1 0 1	2	0	0 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	85	230	0	0	225	510	540	0	215	0	0	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:	85	230	0	0	225	510	540	0	215	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:	85	230	0	0	225	510	540	0	215	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	85	230	0	0	225	510	540	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	230	0	0	225	510	540	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	85	230	0	0	225	510	540	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.00	0.00	0.16	0.36	0.19	0.00	0.00	0.00	0.00	0.00
Crit Volume:	85					510	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

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								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	60	545	5		15	300	505		810	5	110		15	10	50	
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:	60	545	5		15	300	505		810	5	110		15	10	50	
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:	60	545	5		15	300	505		810	5	110		15	10	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:	60	545	5		15	300	505		810	5	110		15	10	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	545	5		15	300	505		810	5	110		15	10	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	
FinalVolume:	60	545	5		15	300	505		810	5	110		15	10	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:	1.00	2.97	0.03		1.00	1.00	1.00		2.00	0.04	0.96		0.60	0.40	1.00	
Final Sat.:	1375	4088	38		1375	1375	1375		2750	60	1315		825	550	1375	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13	0.13		0.01	0.22	0.37		0.29	0.08	0.08		0.02	0.02	0.04	
Crit Volume:	60						505		405						50	
Crit Moves:	****						****		****						****	

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Scenario Report

Scenario:	2015 Red Proj No New Wharf PM
Command:	2015 Reduced Project No New Wharf PM
Volume:	2015 Reduced Project No New Wharf PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	445	0	0	135	620	0	0	0	15	325	195	1745
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	445	0	0	135	620	0	0	0	15	325	195	1745
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	185	0	0	450	350	0	0	0	0	995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	185	0	0	450	350	0	0	0	0	995
#3 Seaside Ave / Navy Way													
Base	565	0	580	0	0	0	0	2370	640	0	2300	0	6455
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	565	0	580	0	0	0	0	2370	640	0	2300	0	6455
#4 Ferry St / SR 47 Ramps													
Base	0	325	280	5	250	0	0	0	0	275	0	5	1140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	325	280	5	250	0	0	0	0	275	0	5	1140
#5 Anaheim St / Henry Ford Ave													
Base	345	305	220	205	275	60	100	1135	280	100	1270	205	4500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	345	305	220	205	275	60	100	1135	280	100	1270	205	4500
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	410	40	100	355	50	70	0	10	80	0	365	1490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	410	40	100	355	50	70	0	10	80	0	365	1490
#7 Alameda Street / Henry Ford Avenue													
Base	0	620	20	5	225	0	125	0	0	20	5	30	1050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	620	20	5	225	0	125	0	0	20	5	30	1050
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	345	0	525	255	1260	0	0	1020	190	3595
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	345	0	525	255	1260	0	0	1020	190	3595
#9 Alameda St / PCH Ramp (O St)													
Base	0	725	560	310	760	0	0	0	0	100	0	345	2800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	725	560	310	760	0	0	0	0	100	0	345	2800

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	160	20	140	230	840	0	0	680	350	2485
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	160	20	140	230	840	0	0	680	350	2485
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1105	65	255	540	0	0	0	0	50	0	570	2585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1105	65	255	540	0	0	0	0	50	0	570	2585
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1020	0	0	1030	0	2050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1020	0	0	1030	0	2050
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	395	5	340	10	0	10	0	1070	290	145	440	0	2705
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	395	5	340	10	0	10	0	1070	290	145	440	0	2705
#14 Ferry St / Terminal Way													
Base	70	180	0	0	190	335	425	0	180	0	0	0	1380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	180	0	0	190	335	425	0	180	0	0	0	1380
#15 Navy Way / Reeves Ave													
Base	20	430	0	20	195	425	620	0	5	0	5	95	1815
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	430	0	20	195	425	620	0	5	0	5	95	1815
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2015 Alt 4
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.317	A	xxxxx	0.317	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.330	A	xxxxx	0.330	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.814	D	xxxxx	0.814	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.330	A	xxxxx	0.330	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.332	A	xxxxx	0.332	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C

APL
2015 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)				Ocean Blvd			
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		Ignore	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 2 0 0		0 0 2 0 2		0 0 0 0 0		1 0 2 0 1	
Volume Module:								
Base Vol:	10 445 0	0	0 135 620	0	0 0	0	15 325 195	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	1.00 1.00 1.00	1.00
Initial Bse:	10 445 0	0	0 135 620	0	0 0 0	0	15 325 195	0
Added Vol:	0 0 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
Initial Fut:	10 445 0	0	0 135 620	0	0 0 0	0	15 325 195	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	0.00
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	0.00
PHF Volume:	10 445 0	0	0 135 620	0	0 0 0	0	15 325 0	0
Reduct Vol:	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0
Reduced Vol:	10 445 0	0	0 135 620	0	0 0 0	0	15 325 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	0.00
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	0.00
FinalVolume:	10 445 0	0	0 135 620	0	0 0 0	0	15 325 0	0
Saturation Flow Module:								
Sat/Lane:	1600 1600 1600	1600	1600 1600 1600	1600	1600 1600 1600	1600	1600 1600 1600	1600
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00 0.90	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 2.00 2.00	0.00	0.00 0.00 0.00	0.00	1.00 2.00 1.00	1.00
Final Sat.:	1600 3200 0	0	3200 2880 0	0	0 0 0	0	1600 3200 1600	0
Capacity Analysis Module:								
Vol/Sat:	0.01 0.14 0.00	0.00	0.04 0.22 0.00	0.00	0.00 0.00 0.00	0.00	0.01 0.10 0.00	0.00
Crit Moves:	****		****				****	

APL
2015 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.317
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)				Ocean Blvd			
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		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 2 0 1		1 1 0 0 0		2 0 1 1 0		0 0 0 0 0	
Volume Module:								
Base Vol:	0 5 5	185	0 0	450	350 0	0	0 0	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	1.00 1.00 1.00	1.00
Initial Bse:	0 5 5	185	0 0	450	350 0	0	0 0	0
Added Vol:	0 0 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
Initial Fut:	0 5 5	185	0 0	450	350 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
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
PHF Volume:	0 5 5	185	0 0	450	350 0	0	0 0	0
Reduct Vol:	0 0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	0 5 5	185	0 0	450	350 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
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	1.00
FinalVolume:	0 5 5	185	0 0	450	350 0	0	0 0	0
Saturation Flow Module:								
Sat/Lane:	1600 1600 1600	1600	1600 1600 1600	1600	1600 1600 1600	1600	1600 1600 1600	1600
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00	0.90 1.00 1.00	1.00	1.00 1.00 1.00	1.00
Lanes:	0.00 2.00 1.00	2.00	0.00 0.00 0.00	0.00	2.00 2.00 0.00	0.00	0.00 0.00 0.00	0.00
Final Sat.:	0 3200 1600	3200	0 0	2880	3200 0	0	0 0	0
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00 0.00	0.06	0.00 0.00	0.16	0.11 0.00	0.00	0.00 0.00	0.00
Crit Moves:		****	****		****			

APL
2015 Alt 4
PM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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	1
Volume Module:												
Base Vol:	565	0	580	0	0	0	0	2370	640	0	2300	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:	565	0	580	0	0	0	0	2370	640	0	2300	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:	565	0	580	0	0	0	0	2370	640	0	2300	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:	565	0	0	0	0	0	0	2370	640	0	2300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	565	0	0	0	0	0	0	2370	640	0	2300	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
FinalVolume:	565	0	0	0	0	0	0	2370	640	0	2300	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:	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.45	0.00	0.54	0.00
Crit Volume:	283			0				790		0		
Crit Moves:	****							****		****		

APL
2015 Alt 4
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.330
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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
Volume Module:												
Base Vol:	0	325	280	5	250	0	0	0	0	275	0	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:	0	325	280	5	250	0	0	0	0	275	0	5
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	325	280	5	250	0	0	0	0	275	0	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:	0	325	280	5	250	0	0	0	0	275	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	325	280	5	250	0	0	0	0	275	0	5
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
FinalVolume:	0	325	280	5	250	0	0	0	0	275	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.96	0.00	0.04
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2799	0	51
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.20	0.00	0.09	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Volume:		325		5					0	140		
Crit Moves:		****		****						****		

APL
2015 Alt 4
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	345	305	220	205	275	60	100	1135	280	100	1270	205
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:	345	305	220	205	275	60	100	1135	280	100	1270	205
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:	345	305	220	205	275	60	100	1135	280	100	1270	205
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:	345	305	220	205	275	60	100	1135	0	100	1270	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	305	220	205	275	60	100	1135	0	100	1270	205
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	345	305	220	205	275	60	100	1135	0	100	1270	205
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:	1.59	1.41	1.00	1.00	2.46	0.54	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2269	2006	1425	1425	3509	766	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.14	0.08	0.08	0.07	0.40	0.00	0.07	0.45	0.14
Crit Volume:			220	205			100				635	
Crit Moves:			****	****			****				****	

APL
2015 Alt 4
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	410	40	100	355	50	70	0	10	80	0	365
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:	10	410	40	100	355	50	70	0	10	80	0	365
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:	10	410	40	100	355	50	70	0	10	80	0	365
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:	10	410	0	100	355	50	70	0	10	80	0	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	410	0	100	355	50	70	0	10	80	0	365
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
FinalVolume:	10	410	0	100	355	50	70	0	10	80	0	365
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	2.00	1.00	2.00	1.75	0.25	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2410	340	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.00	0.04	0.15	0.15	0.05	0.00	0.01	0.06	0.00	0.27
Crit Volume:		205			0		70					365
Crit Moves:		****			****		****					****

APL
2015 Alt 4
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0	1	0	1 0	1	0 0	1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	620	20	5	225	0	125	0	0	20	5	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:	0	620	20	5	225	0	125	0	0	20	5	30
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	620	20	5	225	0	125	0	0	20	5	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:	0	620	20	5	225	0	125	0	0	20	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	620	20	5	225	0	125	0	0	20	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	620	20	20	225	0	125	0	0	20	5	30
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	1.00	0.19	1.81	0.00	1.00	1.00	0.00	0.36	0.09	0.55
Final Sat.:	0	3000	1500	279	2721	0	1500	1500	0	545	136	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.01	0.02	0.08	0.00	0.08	0.00	0.00	0.04	0.04	0.04
Crit Volume:		310		5			125					55
Crit Moves:		****		****			****					****

APL
2015 Alt 4
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	345	0	525	255	1260	0	0	1020	190
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	0	0	345	0	525	255	1260	0	0	1020	190
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	0	0	345	0	525	255	1260	0	0	1020	190
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	345	0	525	255	1260	0	0	1020	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	525	255	1260	0	0	1020	190
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
FinalVolume:	0	0	0	345	0	525	255	1260	0	0	1020	190
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3604	671
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.37	0.18	0.44	0.00	0.00	0.28	0.28
Crit Volume:		0		345			255					403
Crit Moves:				****			****					****

APL
2015 Alt 4
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	B

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	725	560	310	760	0	0	0	0	100	0	345
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	725	560	310	760	0	0	0	0	100	0	345
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	725	560	310	760	0	0	0	0	100	0	345
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	725	560	310	760	0	0	0	0	100	0	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	725	560	310	760	0	0	0	0	100	0	345
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
FinalVolume:	0	725	560	310	760	0	0	0	0	100	0	345
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	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.39	0.22	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.24
Crit Volume:			560	310				0		100		
Crit Moves:			****	****						****		

APL
2015 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	160	20	140	230	840	0	0	680	350
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:	5	40	20	160	20	140	230	840	0	0	680	350
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:	5	40	20	160	20	140	230	840	0	0	680	350
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:	5	40	20	160	20	140	230	840	0	0	680	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	160	20	140	230	840	0	0	680	350
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
FinalVolume:	5	40	20	160	20	140	230	840	0	0	680	350
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.78	0.22	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2844	356	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.26	0.00	0.00	0.43	0.22
Crit Moves:		****		****			****				****	

APL
2015 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1105	65	255	540	0	0	0	0	50	0	570
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	1105	65	255	540	0	0	0	0	50	0	570
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	1105	65	255	540	0	0	0	0	50	0	570
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:	0	1105	65	255	540	0	0	0	0	50	0	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1105	65	255	540	0	0	0	0	50	0	570
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1105	65	255	540	0	0	0	0	50	0	570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.83	0.17	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4533	267	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.16	0.11	0.00	0.00	0.00	0.00	0.03	0.00	0.18
Crit Moves:		****		****								****

APL
2015 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1020	0	0	1030	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:	0	0	0	0	0	0	0	1020	0	0	1030	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:	0	0	0	0	0	0	0	1020	0	0	1030	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:	0	0	0	0	0	0	0	1020	0	0	1030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1020	0	0	1030	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
FinalVolume:	0	0	0	0	0	0	0	1020	0	0	1030	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.40	0.00
Crit Moves:							****				****	

APL
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PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	395	5	340	10	0	10	0	1070	290	145	440	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:	395	5	340	10	0	10	0	1070	290	145	440	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:	395	5	340	10	0	10	0	1070	290	145	440	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:	395	5	340	10	0	10	0	1070	290	145	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	5	340	10	0	10	0	1070	290	145	440	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
FinalVolume:	395	5	340	10	0	10	0	1070	290	145	440	0
OvlAdjVol:			195						90			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.97	0.03	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3160	40	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.12	0.01	0.00	0.01	0.00	0.33	0.18	0.05	0.14	0.00
OvlAdjV/S:			0.07						0.06			
Crit Moves:	****			****				****		****		

APL
2015 Alt 4
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.332
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	70	180	0	0	190	335	425	0	180	0	0	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	180	0	0	190	335	425	0	180	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:	70	180	0	0	190	335	425	0	180	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	70	180	0	0	190	335	425	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	180	0	0	190	335	425	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	70	180	0	0	190	335	425	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.00	0.13	0.24	0.15	0.00	0.00	0.00	0.00	0.00
Crit Volume:	70				190		213				0	
Crit Moves:	****				****		****					

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2015 Alt 4
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Navy Way					Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	20	430	0	20	195	425	620	0	5	0	5	95
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	430	0	20	195	425	620	0	5	0	5	95
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	430	0	20	195	425	620	0	5	0	5	95
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	430	0	20	195	425	620	0	5	0	5	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	430	0	20	195	425	620	0	5	0	5	95
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
FinalVolume:	20	430	0	20	195	425	620	0	5	0	5	95
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.00	0.01	0.14	0.31	0.23	0.00	0.00	0.00	0.00	0.07
Crit Volume:	20					425	310					95
Crit Moves:	****					****	****					****

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2020 Alt 4
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Scenario Report

Scenario:	2020 Red Proj No New Wharf AM
Command:	2020 Reduced Project No New Wharf AM
Volume:	2020 Reduced Project No New Wharf AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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2020 Alt 4
AM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	455	0	0	270	780	0	0	0	15	400	290	2215
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	455	0	0	270	780	0	0	0	15	400	290	2215
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	285	0	0	460	305	0	0	0	0	1050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	285	0	0	460	305	0	0	0	0	1050
#3 Seaside Ave / Navy Way													
Base	215	0	645	0	0	0	0	2270	820	0	2365	0	6315
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	215	0	645	0	0	0	0	2270	820	0	2365	0	6315
#4 Ferry St / SR 47 Ramps													
Base	0	200	305	25	440	0	0	0	0	215	0	5	1190
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	200	305	25	440	0	0	0	0	215	0	5	1190
#5 Anaheim St / Henry Ford Ave													
Base	260	60	75	70	130	55	90	945	330	30	1175	75	3295
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	260	60	75	70	130	55	90	945	330	30	1175	75	3295
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	135	230	125	145	485	15	55	0	165	75	5	130	1565
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	230	125	145	485	15	55	0	165	75	5	130	1565
#7 Alameda Street / Henry Ford Avenue													
Base	0	425	5	5	475	0	165	0	20	0	0	10	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	425	5	5	475	0	165	0	20	0	0	10	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	120	0	150	225	1025	0	0	925	135	2580
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	120	0	150	225	1025	0	0	925	135	2580
#9 Alameda St / PCH Ramp (O St)													
Base	0	705	270	0	820	0	0	0	0	180	0	180	2155
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	705	270	0	820	0	0	0	0	180	0	180	2155

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	280	35	155	145	620	5	10	690	270	2245
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	280	35	155	145	620	5	10	690	270	2245
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	725	100	370	1120	0	0	0	0	70	0	370	2755
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	725	100	370	1120	0	0	0	0	70	0	370	2755
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	905	0	0	965	0	1875
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	905	0	0	965	0	1875
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	205	40	275	5	15	5	25	580	330	205	990	5	2680
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	205	40	275	5	15	5	25	580	330	205	990	5	2680
#14 Ferry St / Terminal Way													
Base	115	115	0	0	220	430	360	0	110	0	0	0	1350
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	115	115	0	0	220	430	360	0	110	0	0	0	1350
#15 Navy Way / Reeves Ave													
Base	120	380	50	28	293	500	465	4	306	10	4	15	2175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	380	50	28	293	500	465	4	306	10	4	15	2175
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APl
2020 Alt 4
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.349	A	xxxxx	0.349	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.235	A	xxxxx	0.235	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.278	A	xxxxx	0.278	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.354	A	xxxxx	0.354	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.382	A	xxxxx	0.382	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	455	0	0	270	780	0	0	0	15	400	290
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:	5	455	0	0	270	780	0	0	0	15	400	290
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:	5	455	0	0	270	780	0	0	0	15	400	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	455	0	0	270	780	0	0	0	15	400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	455	0	0	270	780	0	0	0	15	400	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	455	0	0	270	780	0	0	0	15	400	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.08	0.27	0.00	0.00	0.00	0.01	0.13	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.349
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	285	0	0	460	305	0	0	0	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:	0	0	0	285	0	0	460	305	0	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:	0	0	0	285	0	0	460	305	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:	0	0	0	285	0	0	460	305	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	285	0	0	460	305	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
FinalVolume:	0	0	0	285	0	0	460	305	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.16	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.235
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	200	305	25	440	0	0	0	0	215	0	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:	0	200	305	25	440	0	0	0	0	215	0	5
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	200	305	25	440	0	0	0	0	215	0	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:	0	200	305	25	440	0	0	0	0	215	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	200	305	25	440	0	0	0	0	215	0	5
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
FinalVolume:	0	200	305	25	440	0	0	0	0	215	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.95	0.00	0.05
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2785	0	65
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.21	0.02	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Volume:		200		25				0		110		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	260	60	75	70	130	55	90	945	330	30	1175	75
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:	260	60	75	70	130	55	90	945	330	30	1175	75
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:	260	60	75	70	130	55	90	945	330	30	1175	75
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:	260	60	75	70	130	55	90	945	0	30	1175	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	60	75	70	130	55	90	945	0	30	1175	75
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	260	60	75	70	130	55	90	945	0	30	1175	75
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	1.00	1.00	1.00	2.11	0.89	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3004	1271	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.05	0.05	0.04	0.04	0.06	0.33	0.00	0.02	0.41	0.05
Crit Volume:	130			70			90			588		
Crit Moves:	****			****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	135	230	125	145	485	15	55	0	165	75	5	130
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:	135	230	125	145	485	15	55	0	165	75	5	130
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:	135	230	125	145	485	15	55	0	165	75	5	130
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:	135	230	0	145	485	15	55	0	165	75	5	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	230	0	145	485	15	55	0	165	75	5	130
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
FinalVolume:	135	230	0	145	485	15	55	0	165	75	5	130
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.94	0.06	1.00
Final Sat.:	1375	2750	1375	2750	2668	83	1375	0	1375	1289	86	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.00	0.05	0.18	0.18	0.04	0.00	0.12	0.06	0.06	0.09
Crit Volume:	135				250				165			80
Crit Moves:	****				****				****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	5	5	475	0	165	0	20	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	5	10	475	0	165	0	20	0	0	10
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	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	63	2937	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.08	0.16	0.00	0.11	0.00	0.01	0.00	0.00	0.01
Crit Volume:	0				243				165			10
Crit Moves:	****				****		****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	120	0	150	225	1025	0	0	925	135
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	0	0	120	0	150	225	1025	0	0	925	135
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	0	0	120	0	150	225	1025	0	0	925	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:	0	0	0	120	0	150	225	1025	0	0	925	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	150	225	1025	0	0	925	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	150	225	1025	0	0	925	135
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.62	0.38
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3731	544
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.11	0.16	0.36	0.00	0.00	0.25	0.25
Crit Volume:			0			120		225			353	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	705	270	0	820	0	0	0	0	180	0	180
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	705	270	0	820	0	0	0	0	180	0	180
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	705	270	0	820	0	0	0	0	180	0	180
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	705	270	0	820	0	0	0	0	180	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	705	270	0	820	0	0	0	0	180	0	180
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
FinalVolume:	0	705	270	0	820	0	0	0	0	180	0	180
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	2.17	0.83	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3091	1184	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.19	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Volume:			325		0			0			180	
Crit Moves:		****	****							****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	25	5	280	35	155	145	620	5	10	690	270
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:	5	25	5	280	35	155	145	620	5	10	690	270
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:	5	25	5	280	35	155	145	620	5	10	690	270
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:	5	25	5	280	35	155	145	620	5	10	690	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	280	35	155	145	620	5	10	690	270
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
FinalVolume:	5	25	5	280	35	155	145	620	5	10	690	270
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.78	0.22	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2844	356	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.10	0.10	0.10	0.09	0.19	0.00	0.01	0.43	0.17
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	725	100	370	1120	0	0	0	0	70	0	370
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	725	100	370	1120	0	0	0	0	70	0	370
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	725	100	370	1120	0	0	0	0	70	0	370
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:	0	725	100	370	1120	0	0	0	0	70	0	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	725	100	370	1120	0	0	0	0	70	0	370
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	725	100	370	1120	0	0	0	0	70	0	370
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.64	0.36	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4218	582	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.23	0.23	0.00	0.00	0.00	0.00	0.04	0.00	0.12
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	905	0	0	965	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:	0	0	0	0	0	0	5	905	0	0	965	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:	0	0	0	0	0	0	5	905	0	0	965	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:	0	0	0	0	0	0	5	905	0	0	965	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	905	0	0	965	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	
FinalVolume:	0	0	0	0	0	0	5	905	0	0	965	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80	
Lanes:	0.00 0.00	0.00		0.00 1.00	0.00		1.00 2.00	0.00		0.00 2.00	1.00	
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.00 0.00	0.00		0.00 0.35	0.00		0.00 0.38	0.00	
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	205	40	275	5	15	5	25	580	330	205	990	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:	205	40	275	5	15	5	25	580	330	205	990	5
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:	205	40	275	5	15	5	25	580	330	205	990	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:	205	40	275	5	15	5	25	580	330	205	990	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	40	275	5	15	5	25	580	330	205	990	5
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	
FinalVolume:	205	40	275	5	15	5	25	580	330	205	990	5
OvlAdjVol:			70						207			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		1.00 0.90	1.00	
Lanes:	1.67 0.33	2.00		0.20 0.60	0.20		1.00 2.00	1.00		2.00 1.99	0.01	
Final Sat.:	2678 522	2880		320 960	320		1600 3200	1600		2880 3184	16	
Capacity Analysis Module:												
Vol/Sat:	0.08 0.08	0.10		0.02 0.02	0.02		0.02 0.18	0.21		0.07 0.31	0.31	
OvlAdjV/S:		0.02						0.13				
Crit Moves:	****			****			****			****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	115	115	0	0	220	430	360	0	110	0	0	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:	115	115	0	0	220	430	360	0	110	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:	115	115	0	0	220	430	360	0	110	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	115	115	0	0	220	430	360	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	115	0	0	220	430	360	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	115	115	0	0	220	430	360	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.00	0.00	0.15	0.30	0.13	0.00	0.00	0.00	0.00	0.00
Crit Volume:	115					430	0				0	
Crit Moves:	****					****	****					

APl
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AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	120	380	50	28	293	500	465	4	306	10	4	15
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:	120	380	50	28	293	500	465	4	306	10	4	15
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:	120	380	50	28	293	500	465	4	306	10	4	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:	120	380	50	28	293	500	465	4	306	10	4	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	380	50	28	293	500	465	4	306	10	4	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	380	50	28	293	500	465	4	306	10	4	15
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	2.65	0.35	1.00	1.00	1.00	2.00	0.01	0.99	0.71	0.29	1.00
Final Sat.:	1375	3645	480	1375	1375	1375	2750	18	1357	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.02	0.21	0.36	0.17	0.23	0.23	0.01	0.01	0.01
Crit Volume:	120					500			310		14	
Crit Moves:	****					****			****		****	

APL
2020 Alt 4
MD Peak Hour

Scenario Report

Scenario:	2020 Red Proj No New Wharf MD
Command:	2020 Reduced Project No New Wharf MD
Volume:	2020 Reduced Project No New Wharf MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2020 Alt 4
MD Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	595	0	0	325	480	0	0	0	5	205	210	1825
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	595	0	0	325	480	0	0	0	5	205	210	1825
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	330	5	0	595	275	0	0	0	0	1210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	330	5	0	595	275	0	0	0	0	1210
#3 Seaside Ave / Navy Way													
Base	400	0	1090	0	0	0	0	1490	865	0	1490	0	5335
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	400	0	1090	0	0	0	0	1490	865	0	1490	0	5335
#4 Ferry St / SR 47 Ramps													
Base	0	315	470	5	275	0	0	0	0	470	0	5	1540
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	315	470	5	275	0	0	0	0	470	0	5	1540
#5 Anaheim St / Henry Ford Ave													
Base	250	190	85	155	255	105	130	985	245	80	1005	135	3620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	190	85	155	255	105	130	985	245	80	1005	135	3620
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	50	10	30	0	15	205	35	140	70	240	200	995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	50	10	30	0	15	205	35	140	70	240	200	995
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	100	0	110	225	960	0	0	880	170	2445
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	100	0	110	225	960	0	0	880	170	2445
#9 Alameda St / PCH Ramp (O St)													
Base	0	830	210	0	745	0	0	0	0	125	0	275	2185
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	830	210	0	745	0	0	0	0	125	0	275	2185

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MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	175	30	100	165	555	10	10	590	330	2015
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	175	30	100	165	555	10	10	590	330	2015
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	895	150	155	715	0	0	0	0	145	0	375	2435
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	895	150	155	715	0	0	0	0	145	0	375	2435
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	740	0	0	910	0	1655
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	740	0	0	910	0	1655
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	505	5	210	0	25	10	20	680	325	175	455	10	2420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	505	5	210	0	25	10	20	680	325	175	455	10	2420
#14 Ferry St / Terminal Way													
Base	55	245	0	0	240	505	535	0	205	0	0	0	1785
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	245	0	0	240	505	535	0	205	0	0	0	1785
#15 Navy Way / Reeves Ave													
Base	68	565	5	8	318	535	875	1	159	15	2	50	2601
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	68	565	5	8	318	535	875	1	159	15	2	50	2601
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2020 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.413	A	xxxxx	0.413	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.475	A	xxxxx	0.475	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.787	C	xxxxx	0.787	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	595	0	0	325	480	0	0	0	5	205	210
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:	5	595	0	0	325	480	0	0	0	5	205	210
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:	5	595	0	0	325	480	0	0	0	5	205	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	595	0	0	325	480	0	0	0	5	205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	595	0	0	325	480	0	0	0	5	205	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	595	0	0	325	480	0	0	0	5	205	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.10	0.17	0.00	0.00	0.00	0.00	0.06	0.00
Crit Moves:		****			****						****	

APL
2020 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	330	5	0	595	275	0	0	0	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:	0	5	0	330	5	0	595	275	0	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:	0	5	0	330	5	0	595	275	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:	0	5	0	330	5	0	595	275	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	330	5	0	595	275	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
FinalVolume:	0	5	0	330	5	0	595	275	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.97	0.03	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3152	48	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.00	0.21	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

APL
2020 Alt 4
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

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

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	315	470	5	275	0	0	0	0	470	0	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:	0	315	470	5	275	0	0	0	0	470	0	5
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	315	470	5	275	0	0	0	0	470	0	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:	0	315	470	5	275	0	0	0	0	470	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	315	470	5	275	0	0	0	0	470	0	5
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
FinalVolume:	0	315	470	5	275	0	0	0	0	470	0	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:	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	0.22	0.33	0.00	0.10	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Volume:		315			5			0		238		
Crit Moves:		****			****					****		

APL
2020 Alt 4
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	250	190	85	155	255	105	130	985	245	80	1005	135
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:	250	190	85	155	255	105	130	985	245	80	1005	135
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:	250	190	85	155	255	105	130	985	245	80	1005	135
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:	250	190	85	155	255	105	130	985	0	80	1005	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	190	85	155	255	105	130	985	0	80	1005	135
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	190	85	155	255	105	130	985	0	80	1005	135
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:	1.70	1.30	1.00	1.00	2.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2429	1846	1425	1425	3028	1247	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.11	0.08	0.08	0.09	0.35	0.00	0.06	0.35	0.09
Crit Volume:	147			155			130			503		
Crit Moves:	****			****			****			****		

APL
2020 Alt 4
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

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: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	50	10	30	0	15	205	35	140	70	240	200
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	50	10	30	0	15	205	35	140	70	240	200
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	50	10	30	0	15	205	35	140	70	240	200
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:	0	50	0	30	0	15	205	35	140	70	240	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	0	30	0	15	205	35	140	70	240	200
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
FinalVolume:	0	50	0	30	0	15	205	35	140	70	240	200
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	2.00	1.00	2.00	1.00	1.00	1.00	0.20	0.80	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	275	1100	310	1065	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.15	0.13	0.13	0.23	0.23	0.15
Crit Volume:		25		15			205			310		
Crit Moves:	****			****			****			****		

APL
2020 Alt 4
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95			25		
Crit Moves:	****			****			****			****		

APL
2020 Alt 4
MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	100	0	110	225	960	0	0	880	170
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	0	0	100	0	110	225	960	0	0	880	170
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	0	0	100	0	110	225	960	0	0	880	170
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	100	0	110	225	960	0	0	880	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	0	110	225	960	0	0	880	170
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
FinalVolume:	0	0	0	100	0	110	225	960	0	0	880	170
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.51	0.49
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3583	692
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.08	0.16	0.34	0.00	0.00	0.25	0.25
Crit Volume:			0			100		225			350	
Crit Moves:				****			****				****	

APL
2020 Alt 4
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	830	210	0	745	0	0	0	0	125	0	275
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	830	210	0	745	0	0	0	0	125	0	275
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	830	210	0	745	0	0	0	0	125	0	275
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	830	210	0	745	0	0	0	0	125	0	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	830	210	0	745	0	0	0	0	125	0	275
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
FinalVolume:	0	830	210	0	745	0	0	0	0	125	0	275
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	2.39	0.61	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3412	863	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.17	0.00	0.00	0.00	0.00	0.09	0.00	0.19
Crit Volume:			347			0			0			275
Crit Moves:		****	****									****

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	10	25	15	175	30	100	165	555	10	10	590	330
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:	10	25	15	175	30	100	165	555	10	10	590	330
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:	10	25	15	175	30	100	165	555	10	10	590	330
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:	10	25	15	175	30	100	165	555	10	10	590	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	175	30	100	165	555	10	10	590	330
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
FinalVolume:	10	25	15	175	30	100	165	555	10	10	590	330
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.71	0.29	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2732	468	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.06	0.06	0.10	0.17	0.01	0.01	0.37	0.21
Crit Moves:		****		****			****				****	

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	895	150	155	715	0	0	0	0	145	0	375
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	895	150	155	715	0	0	0	0	145	0	375
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	895	150	155	715	0	0	0	0	145	0	375
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:	0	895	150	155	715	0	0	0	0	145	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	895	150	155	715	0	0	0	0	145	0	375
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	895	150	155	715	0	0	0	0	145	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.57	0.43	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4111	689	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.10	0.15	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****								****

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	740	0	0	910	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	
FinalVolume:	0	0	0	0	0	5	0	740	0	0	910	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80	
Lanes:	0.00 0.00	0.00		0.00 0.00	1.00		1.00 2.00	0.00		0.00 2.00	1.00	
Final Sat.:	0	0	0	0	0	1280	1280 2560		0	0 2560		1280
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.00 0.00	0.00		0.00 0.29	0.00		0.00 0.36	0.00	
Crit Moves:				****			****				****	

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	0	1	1 0	2	0 1	2	0	1 1 0
Volume Module:												
Base Vol:	505	5	210	0	25	10	20	680	325	175	455	10
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:	505	5	210	0	25	10	20	680	325	175	455	10
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:	505	5	210	0	25	10	20	680	325	175	455	10
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:	505	5	210	0	25	10	20	680	325	175	455	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	5	210	0	25	10	20	680	325	175	455	10
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	
FinalVolume:	505	5	210	0	25	10	20	680	325	175	455	10
OvlAdjVol:			35						70			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.98 0.02	2.00		0.00 0.71	0.29		1.00 2.00	1.00		2.00 1.96	0.04	
Final Sat.:	3169	31	2880	0	1143	457	1600 3200		1600	2880 3131		69
Capacity Analysis Module:												
Vol/Sat:	0.16 0.16	0.07		0.00 0.02	0.02		0.01 0.21	0.20		0.06 0.15	0.15	
OvlAdjV/S:		0.01						0.04				
Crit Moves:	****			****			****			****		

APL
2020 Alt 4
MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	55	245	0	0	240	505	535	0	205	0	0	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:	55	245	0	0	240	505	535	0	205	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:	55	245	0	0	240	505	535	0	205	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	55	245	0	0	240	505	535	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	245	0	0	240	505	535	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	55	245	0	0	240	505	535	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.00	0.00	0.17	0.35	0.19	0.00	0.00	0.00	0.00	0.00
Crit Volume:	55				240		267				0	
Crit Moves:	****				****		****					

APL
2020 Alt 4
MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	68	565	5	8	318	535	875	1	159	15	2	50
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:	68	565	5	8	318	535	875	1	159	15	2	50
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:	68	565	5	8	318	535	875	1	159	15	2	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:	68	565	5	8	318	535	875	1	159	15	2	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	565	5	8	318	535	875	1	159	15	2	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
FinalVolume:	68	565	5	8	318	535	875	1	159	15	2	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:	1.00	2.97	0.03	1.00	1.00	1.00	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4089	36	1375	1375	1375	2750	9	1366	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.01	0.23	0.39	0.32	0.12	0.12	0.01	0.01	0.04
Crit Volume:	68					535	438					50
Crit Moves:	****					****	****					****

APL
2020 Alt 4
PM Peak Hour

Scenario Report

Scenario:	2020 Red Proj No New Wharf PM
Command:	2020 Reduced Project No New Wharf PM
Volume:	2020 Reduced Project No New Wharf PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2020 Alt 4
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	555	0	0	165	710	0	0	0	15	265	365	2085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	555	0	0	165	710	0	0	0	15	265	365	2085
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	300	0	0	560	365	0	0	0	0	1235
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	300	0	0	560	365	0	0	0	0	1235
#3 Seaside Ave / Navy Way													
Base	420	0	785	0	0	0	0	2550	685	0	2420	0	6860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	420	0	785	0	0	0	0	2550	685	0	2420	0	6860
#4 Ferry St / SR 47 Ramps													
Base	0	355	260	5	425	0	0	0	0	105	0	5	1155
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	355	260	5	425	0	0	0	0	105	0	5	1155
#5 Anaheim St / Henry Ford Ave													
Base	365	260	215	230	245	70	95	1260	260	90	1430	190	4710
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	365	260	215	230	245	70	95	1260	260	90	1430	190	4710
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	320	35	110	335	50	70	0	10	90	0	430	1460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	320	35	110	335	50	70	0	10	90	0	430	1460
#7 Alameda Street / Henry Ford Avenue													
Base	0	665	20	5	210	0	140	0	10	20	5	30	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	665	20	5	210	0	140	0	10	20	5	30	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	150	0	210	250	1420	0	0	1195	205	3430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	150	0	210	250	1420	0	0	1195	205	3430
#9 Alameda St / PCH Ramp (O St)													
Base	0	1110	360	0	975	0	0	0	0	260	0	195	2900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1110	360	0	975	0	0	0	0	260	0	195	2900

APL
2020 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	200	20	135	220	940	0	0	690	410	2680
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	200	20	135	220	940	0	0	690	410	2680
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1260	125	230	590	0	0	0	0	100	0	570	2875
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1260	125	230	590	0	0	0	0	100	0	570	2875
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1160	0	0	1100	0	2260
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1160	0	0	1100	0	2260
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	480	5	380	10	0	10	0	1165	280	180	700	0	3210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	480	5	380	10	0	10	0	1165	280	180	700	0	3210
#14 Ferry St / Terminal Way													
Base	65	190	0	0	200	330	420	0	185	0	0	0	1390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	190	0	0	200	330	420	0	185	0	0	0	1390
#15 Navy Way / Reeves Ave													
Base	23	470	0	16	214	455	660	0	5	0	2	75	1920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	470	0	16	214	455	660	0	5	0	2	75	1920
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2020 Alt 4
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.486	A	xxxxx	0.486	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.291	A	xxxxx	0.291	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.881	D	xxxxx	0.881	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.355	A	xxxxx	0.355	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.838	D	xxxxx	0.838	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.333	A	xxxxx	0.333	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C

APL
2020 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	555	0	0	165	710	0	0	0	15	265	365
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:	10	555	0	0	165	710	0	0	0	15	265	365
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:	10	555	0	0	165	710	0	0	0	15	265	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	555	0	0	165	710	0	0	0	15	265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	555	0	0	165	710	0	0	0	15	265	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	555	0	0	165	710	0	0	0	15	265	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.00	0.00	0.05	0.25	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

APL
2020 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	300	0	0	560	365	0	0	0	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:	0	5	5	300	0	0	560	365	0	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:	0	5	5	300	0	0	560	365	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:	0	5	5	300	0	0	560	365	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	300	0	0	560	365	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
FinalVolume:	0	5	5	300	0	0	560	365	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.19	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2020 Alt 4
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.291
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	355	260	5	425	0	0	0	0	105	0	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:	0	355	260	5	425	0	0	0	0	105	0	5
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	355	260	5	425	0	0	0	0	105	0	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:	0	355	260	5	425	0	0	0	0	105	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	355	260	5	425	0	0	0	0	105	0	5
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
FinalVolume:	0	355	260	5	425	0	0	0	0	105	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.91	0.00	0.09
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2720	0	130
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.18	0.00	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Volume:		355			5					0	55	
Crit Moves:		****			****						****	

APL
2020 Alt 4
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Street Name:	Henry Ford Ave									Anaheim St					
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	0	0	0	0			
Lanes:	1 1	1	0 1	1	0 2	1 0	1	0	2 0	1	0	2 0	1	0	2 0 1
Volume Module:															
Base Vol:	365	260	215	230	245	70	95	1260	260	90	1430	190			
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:	365	260	215	230	245	70	95	1260	260	90	1430	190			
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:	365	260	215	230	245	70	95	1260	260	90	1430	190			
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:	365	260	215	230	245	70	95	1260	0	90	1430	190			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	365	260	215	230	245	70	95	1260	0	90	1430	190			
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	365	260	215	230	245	70	95	1260	0	90	1430	190			
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:	1.75	1.25	1.00	1.00	2.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	2497	1778	1425	1425	3325	950	1425	2850	1425	1425	2850	1425			
Capacity Analysis Module:															
Vol/Sat:	0.15	0.15	0.15	0.16	0.07	0.07	0.07	0.44	0.00	0.06	0.50	0.13			
Crit Volume:			215	230			95				715				
Crit Moves:			****	****			****				****				

APL
2020 Alt 4
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	320	35	110	335	50	70	0	10	90	0	430
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:	10	320	35	110	335	50	70	0	10	90	0	430
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:	10	320	35	110	335	50	70	0	10	90	0	430
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:	10	320	0	110	335	50	70	0	10	90	0	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	320	0	110	335	50	70	0	10	90	0	430
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
FinalVolume:	10	320	0	110	335	50	70	0	10	90	0	430
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2393	357	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.31
Crit Volume:		160		0			70					430
Crit Moves:		****		****			****					****

APL
2020 Alt 4
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	665	20	5	210	0	140	0	10	20	5	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:	0	665	20	5	210	0	140	0	10	20	5	30
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	665	20	5	210	0	140	0	10	20	5	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:	0	665	20	5	210	0	140	0	10	20	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	665	20	5	210	0	140	0	10	20	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	665	20	20	210	0	140	0	10	20	5	30
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	1.00	0.20	1.80	0.00	1.00	0.00	1.00	0.36	0.09	0.55
Final Sat.:	0	3000	1500	300	2700	0	1500	0	1500	545	136	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.01	0.02	0.08	0.00	0.09	0.00	0.01	0.04	0.04	0.04
Crit Volume:		333		5			140					55
Crit Moves:		****		****			****					****

APL
2020 Alt 4
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

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: 58 Level Of Service: B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	150	0	210	250	1420	0	0	1195	205
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	0	0	150	0	210	250	1420	0	0	1195	205
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	0	0	150	0	210	250	1420	0	0	1195	205
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	150	0	210	250	1420	0	0	1195	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	210	250	1420	0	0	1195	205
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
FinalVolume:	0	0	0	150	0	210	250	1420	0	0	1195	205
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3649	626
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.18	0.50	0.00	0.00	0.33	0.33
Crit Volume:		0		150			250					467
Crit Moves:				****			****					****

APL
2020 Alt 4
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1110	360	0	975	0	0	0	0	260	0	195
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	1110	360	0	975	0	0	0	0	260	0	195
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	1110	360	0	975	0	0	0	0	260	0	195
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	1110	360	0	975	0	0	0	0	260	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1110	360	0	975	0	0	0	0	260	0	195
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
FinalVolume:	0	1110	360	0	975	0	0	0	0	260	0	195
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	2.27	0.73	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3228	1047	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.00	0.23	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Crit Volume:		490			0			0		260		
Crit Moves:		****			****					****		

APL
2020 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	1 0	0 1	1 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	5	40	20	200	20	135	220	940	0	0	690	410
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:	5	40	20	200	20	135	220	940	0	0	690	410
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:	5	40	20	200	20	135	220	940	0	0	690	410
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:	5	40	20	200	20	135	220	940	0	0	690	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	200	20	135	220	940	0	0	690	410
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
FinalVolume:	5	40	20	200	20	135	220	940	0	0	690	410
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.82	0.18	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2909	291	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.14	0.29	0.00	0.00	0.43	0.26
Crit Moves:		****		****			****				****	

APL
2020 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1260	125	230	590	0	0	0	0	100	0	570
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	1260	125	230	590	0	0	0	0	100	0	570
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	1260	125	230	590	0	0	0	0	100	0	570
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:	0	1260	125	230	590	0	0	0	0	100	0	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1260	125	230	590	0	0	0	0	100	0	570
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1260	125	230	590	0	0	0	0	100	0	570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.73	0.27	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4367	433	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.14	0.12	0.00	0.00	0.00	0.00	0.06	0.00	0.18
Crit Moves:		****		****								****

APL
2020 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1160	0	0	1100	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:	0	0	0	0	0	0	0	1160	0	0	1100	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:	0	0	0	0	0	0	0	1160	0	0	1100	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:	0	0	0	0	0	0	0	1160	0	0	1100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1160	0	0	1100	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
FinalVolume:	0	0	0	0	0	0	0	1160	0	0	1100	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.43	0.00
Crit Moves:								****			****	

APL
2020 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	480	5	380	10	0	10	0	1165	280	180	700	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:	480	5	380	10	0	10	0	1165	280	180	700	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:	480	5	380	10	0	10	0	1165	280	180	700	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:	480	5	380	10	0	10	0	1165	280	180	700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	5	380	10	0	10	0	1165	280	180	700	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
FinalVolume:	480	5	380	10	0	10	0	1165	280	180	700	0
OvlAdjVol:			200						37			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3167	33	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.13	0.01	0.00	0.01	0.00	0.36	0.17	0.06	0.22	0.00
OvlAdjV/S:			0.07						0.02			
Crit Moves:	****			****				****		****		

APL
2020 Alt 4
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	65	190	0	0	200	330	420	0	185	0	0	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:	65	190	0	0	200	330	420	0	185	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:	65	190	0	0	200	330	420	0	185	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	65	190	0	0	200	330	420	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	190	0	0	200	330	420	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	65	190	0	0	200	330	420	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.00	0.00	0.14	0.23	0.15	0.00	0.00	0.00	0.00	0.00
Crit Volume:	65				200		210				0	
Crit Moves:	****				****		****					

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PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	23	470	0	16	214	455	660	0	5	0	2	75
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:	23	470	0	16	214	455	660	0	5	0	2	75
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:	23	470	0	16	214	455	660	0	5	0	2	75
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:	23	470	0	16	214	455	660	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	470	0	16	214	455	660	0	5	0	2	75
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
FinalVolume:	23	470	0	16	214	455	660	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.01	0.16	0.33	0.24	0.00	0.00	0.00	0.00	0.05
Crit Volume:	23					455	330					75
Crit Moves:	****					****	****					****

APL
2025 Alt 4
AM Peak Hour

Scenario Report

Scenario:	2025 Red Proj No New Wharf AM
Command:	2025 Reduced Project No New Wharf AM
Volume:	2025 Reduced Project No New Wharf AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2025 Alt 4
AM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	510	0	0	290	835	0	0	0	15	385	315	2355
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	510	0	0	290	835	0	0	0	15	385	315	2355
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	305	0	0	515	310	0	0	0	0	1130
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	305	0	0	515	310	0	0	0	0	1130
#3 Seaside Ave / Navy Way													
Base	325	0	1085	0	0	0	0	2275	1095	0	2385	0	7165
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	325	0	1085	0	0	0	0	2275	1095	0	2385	0	7165
#4 Ferry St / SR 47 Ramps													
Base	0	370	580	25	450	0	0	0	0	650	0	5	2080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	370	580	25	450	0	0	0	0	650	0	5	2080
#5 Anaheim St / Henry Ford Ave													
Base	255	55	80	75	135	50	85	955	330	30	1210	85	3345
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	255	55	80	75	135	50	85	955	330	30	1210	85	3345
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	130	225	115	150	470	15	55	0	160	70	5	125	1520
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	225	115	150	470	15	55	0	160	70	5	125	1520
#7 Alameda Street / Henry Ford Avenue													
Base	0	430	5	5	475	0	155	0	20	0	0	10	1100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	430	5	5	475	0	155	0	20	0	0	10	1100
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	125	0	150	220	1030	0	0	925	140	2590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	150	220	1030	0	0	925	140	2590
#9 Alameda St / PCH Ramp (O St)													
Base	0	740	275	0	880	0	0	0	0	165	0	195	2255
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	740	275	0	880	0	0	0	0	165	0	195	2255

APL
2025 Alt 4
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	315	35	130	130	655	5	10	700	315	2330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	315	35	130	130	655	5	10	700	315	2330
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	735	120	360	1115	0	0	0	0	90	0	375	2795
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	735	120	360	1115	0	0	0	0	90	0	375	2795
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	975	0	0	1015	0	1995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	975	0	0	1015	0	1995
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	235	40	260	5	15	10	30	600	350	180	1045	5	2775
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	235	40	260	5	15	10	30	600	350	180	1045	5	2775
#14 Ferry St / Terminal Way													
Base	195	165	0	0	235	860	770	0	120	0	0	0	2345
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	195	165	0	0	235	860	770	0	120	0	0	0	2345
#15 Navy Way / Reeves Ave													
Base	136	780	60	28	548	525	615	4	246	10	4	15	2971
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	136	780	60	28	548	525	615	4	246	10	4	15	2971
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 4
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 4
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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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
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.272	A	xxxxx	0.272	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.670	B	xxxxx	0.670	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C
# 14 Ferry St / Terminal Way	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000 V/C

APL
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AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	510	0	0	290	835	0	0	0	15	385	315
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:	5	510	0	0	290	835	0	0	0	15	385	315
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:	5	510	0	0	290	835	0	0	0	15	385	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	510	0	0	290	835	0	0	0	15	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	510	0	0	290	835	0	0	0	15	385	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	510	0	0	290	835	0	0	0	15	385	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.09	0.29	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

APL
2025 Alt 4
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	305	0	0	515	310	0	0	0	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:	0	0	0	305	0	0	515	310	0	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:	0	0	0	305	0	0	515	310	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:	0	0	0	305	0	0	515	310	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	0	0	515	310	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
FinalVolume:	0	0	0	305	0	0	515	310	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.18	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

APL
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AM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	370	580	25	450	0	0	0	0	650	0	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:	0	370	580	25	450	0	0	0	0	650	0	5
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	370	580	25	450	0	0	0	0	650	0	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:	0	370	580	25	450	0	0	0	0	650	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	370	580	25	450	0	0	0	0	650	0	5
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
FinalVolume:	0	370	580	25	450	0	0	0	0	650	0	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:	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	2828	0	22
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.41	0.02	0.16	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Volume:		370		25				0		328		
Crit Moves:		****		****						****		

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AM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	255	55	80	75	135	50	85	955	330	30	1210	85
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:	255	55	80	75	135	50	85	955	330	30	1210	85
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:	255	55	80	75	135	50	85	955	330	30	1210	85
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:	255	55	80	75	135	50	85	955	0	30	1210	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	55	80	75	135	50	85	955	0	30	1210	85
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	255	55	80	75	135	50	85	955	0	30	1210	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.19	0.81	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3120	1155	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.06	0.05	0.04	0.04	0.06	0.34	0.00	0.02	0.42	0.06
Crit Volume:	128			75			85			605		
Crit Moves:	****			****			****			****		

APL
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AM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	130	225	115	150	470	15	55	0	160	70	5	125
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:	130	225	115	150	470	15	55	0	160	70	5	125
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:	130	225	115	150	470	15	55	0	160	70	5	125
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:	130	225	0	150	470	15	55	0	160	70	5	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	225	0	150	470	15	55	0	160	70	5	125
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
FinalVolume:	130	225	0	150	470	15	55	0	160	70	5	125
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.93	0.07	1.00
Final Sat.:	1375	2750	1375	2750	2665	85	1375	0	1375	1283	92	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.00	0.05	0.18	0.18	0.04	0.00	0.12	0.05	0.05	0.09
Crit Volume:	130				243				160		75	
Crit Moves:	****				****				****		****	

APL
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AM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.272
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	430	5	5	475	0	155	0	20	0	0	10
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	430	5	5	475	0	155	0	20	0	0	10
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	430	5	5	475	0	155	0	20	0	0	10
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	430	5	5	475	0	155	0	20	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	5	5	475	0	155	0	20	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	5	10	475	0	155	0	20	0	0	10
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	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	63	2937	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.08	0.16	0.00	0.10	0.00	0.01	0.00	0.00	0.01
Crit Volume:	0				243		155					10
Crit Moves:	****				****		****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	125	0	150	220	1030	0	0	925	140
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	0	0	125	0	150	220	1030	0	0	925	140
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	0	0	125	0	150	220	1030	0	0	925	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	150	220	1030	0	0	925	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	150	220	1030	0	0	925	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	150	220	1030	0	0	925	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.61	0.39
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3713	562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.15	0.36	0.00	0.00	0.25	0.25
Crit Volume:		0		125			220				355	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	740	275	0	880	0	0	0	0	165	0	195
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	740	275	0	880	0	0	0	0	165	0	195
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	740	275	0	880	0	0	0	0	165	0	195
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	740	275	0	880	0	0	0	0	165	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	740	275	0	880	0	0	0	0	165	0	195
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
FinalVolume:	0	740	275	0	880	0	0	0	0	165	0	195
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	2.19	0.81	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3117	1158	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.21	0.00	0.00	0.00	0.00	0.12	0.00	0.14
Crit Volume:			338		0			0				195
Crit Moves:			****	****								****

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AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	25	5	315	35	130	130	655	5	10	700	315
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:	5	25	5	315	35	130	130	655	5	10	700	315
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:	5	25	5	315	35	130	130	655	5	10	700	315
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:	5	25	5	315	35	130	130	655	5	10	700	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	315	35	130	130	655	5	10	700	315
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
FinalVolume:	5	25	5	315	35	130	130	655	5	10	700	315
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.80	0.20	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2880	320	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.11	0.11	0.08	0.08	0.20	0.00	0.01	0.44	0.20
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	735	120	360	1115	0	0	0	0	90	0	375
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	735	120	360	1115	0	0	0	0	90	0	375
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	735	120	360	1115	0	0	0	0	90	0	375
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:	0	735	120	360	1115	0	0	0	0	90	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	735	120	360	1115	0	0	0	0	90	0	375
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	735	120	360	1115	0	0	0	0	90	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.58	0.42	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4126	674	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.23	0.23	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	975	0	0	1015	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:	0	0	0	0	0	0	5	975	0	0	1015	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:	0	0	0	0	0	0	5	975	0	0	1015	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:	0	0	0	0	0	0	5	975	0	0	1015	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	975	0	0	1015	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
FinalVolume:	0	0	0	0	0	0	5	975	0	0	1015	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.40	0.00
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	235	40	260	5	15	10	30	600	350	180	1045	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:	235	40	260	5	15	10	30	600	350	180	1045	5
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:	235	40	260	5	15	10	30	600	350	180	1045	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:	235	40	260	5	15	10	30	600	350	180	1045	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	40	260	5	15	10	30	600	350	180	1045	5
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
FinalVolume:	235	40	260	5	15	10	30	600	350	180	1045	5
OvlAdjVol:			80						212			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.71	0.29	2.00	0.17	0.50	0.33	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2735	465	2880	267	800	533	1600	3200	1600	2880	3185	15
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.02	0.02	0.02	0.02	0.19	0.22	0.06	0.33	0.33
OvlAdjV/S:			0.03						0.13			
Crit Moves:	****					****	****				****	

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	195	165	0	0	235	860	770	0	120	0	0	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:	195	165	0	0	235	860	770	0	120	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:	195	165	0	0	235	860	770	0	120	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	195	165	0	0	235	860	770	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	165	0	0	235	860	770	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	195	165	0	0	235	860	770	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.00	0.00	0.16	0.60	0.27	0.00	0.00	0.00	0.00	0.00
Crit Volume:	195					860	0				0	
Crit Moves:	****					****	****					

APL
2025 Alt 4
AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	136	780	60	28	548	525	615	4	246	10	4	15
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:	136	780	60	28	548	525	615	4	246	10	4	15
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:	136	780	60	28	548	525	615	4	246	10	4	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:	136	780	60	28	548	525	615	4	246	10	4	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	780	60	28	548	525	615	4	246	10	4	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	780	60	28	548	525	615	4	246	10	4	15
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	2.79	0.21	1.00	1.02	0.98	2.00	0.02	0.98	0.71	0.29	1.00
Final Sat.:	1375	3830	295	1375	1404	1346	2750	22	1353	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.02	0.39	0.39	0.22	0.18	0.18	0.01	0.01	0.01
Crit Volume:	136					537	308				14	
Crit Moves:	****					****	****				****	

APL
2025 Alt 4
MD Peak Hour

Scenario Report

Scenario:	2025 Red Proj No New Wharf MD
Command:	2025 Reduced Project No New Wharf MD
Volume:	2025 Reduced Project No New Wharf MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2025 Alt 4
MD Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	605	0	0	420	605	0	0	0	10	195	310	2150
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	605	0	0	420	605	0	0	0	10	195	310	2150
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	430	5	0	605	295	0	0	0	0	1340
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	430	5	0	605	295	0	0	0	0	1340
#3 Seaside Ave / Navy Way													
Base	645	0	1385	0	0	0	0	1805	1195	0	1715	0	6745
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	645	0	1385	0	0	0	0	1805	1195	0	1715	0	6745
#4 Ferry St / SR 47 Ramps													
Base	0	495	785	5	340	0	0	0	0	925	0	5	2555
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	495	785	5	340	0	0	0	0	925	0	5	2555
#5 Anaheim St / Henry Ford Ave													
Base	250	185	90	165	250	105	125	1050	245	85	1070	145	3765
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	185	90	165	250	105	125	1050	245	85	1070	145	3765
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	45	10	30	5	15	195	35	140	75	240	210	1000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	45	10	30	5	15	195	35	140	75	240	210	1000
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	110	0	125	240	965	0	0	870	180	2490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	110	0	125	240	965	0	0	870	180	2490
#9 Alameda St / PCH Ramp (O St)													
Base	0	1080	235	0	985	0	0	0	0	135	0	280	2715
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1080	235	0	985	0	0	0	0	135	0	280	2715

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APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	230	30	90	150	580	10	10	590	440	2180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	230	30	90	150	580	10	10	590	440	2180
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1075	205	145	845	0	0	0	0	220	0	390	2880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1075	205	145	845	0	0	0	0	220	0	390	2880
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	820	0	0	1020	0	1845
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	820	0	0	1020	0	1845
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	600	5	120	0	20	10	20	665	375	140	630	10	2595
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	600	5	120	0	20	10	20	665	375	140	630	10	2595
#14 Ferry St / Terminal Way													
Base	215	255	0	0	250	1020	1025	0	220	0	0	0	2985
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	215	255	0	0	250	1020	1025	0	220	0	0	0	2985
#15 Navy Way / Reeves Ave													
Base	78	1054	5	19	616	560	925	1	129	15	2	51	3455
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	1054	5	19	616	560	925	1	129	15	2	51	3455
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2025 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2025 Alt 4
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.424	A	xxxxx	0.424	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 14 Ferry St / Terminal Way	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	D	xxxxx	0.844	D	xxxxx	0.844	+ 0.000 V/C

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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	605	0	0	420	605	0	0	0	10	195	310
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:	5	605	0	0	420	605	0	0	0	10	195	310
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:	5	605	0	0	420	605	0	0	0	10	195	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	605	0	0	420	605	0	0	0	10	195	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	605	0	0	420	605	0	0	0	10	195	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	605	0	0	420	605	0	0	0	10	195	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.13	0.21	0.00	0.00	0.00	0.01	0.06	0.00
Crit Moves:	****					****					****	

APL
2025 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	430	5	0	605	295	0	0	0	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:	0	5	0	430	5	0	605	295	0	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:	0	5	0	430	5	0	605	295	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:	0	5	0	430	5	0	605	295	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	430	5	0	605	295	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
FinalVolume:	0	5	0	430	5	0	605	295	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3163	37	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.21	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

APL
2025 Alt 4
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

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:	71	Level Of Service:	B

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Protected				Protected					
Rights:	Ovl				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	495	785		5	340	0		0	0	0		925	0	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:	0	495	785		5	340	0		0	0	0		925	0	5					
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	495	785		5	340	0		0	0	0		925	0	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:	0	495	785		5	340	0		0	0	0		925	0	5					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	0	495	785		5	340	0		0	0	0		925	0	5					
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					
FinalVolume:	0	495	785		5	340	0		0	0	0		925	0	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:	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	0.35	0.55		0.00	0.12	0.00		0.00	0.00	0.00		0.33	0.00	0.33					
Crit Volume:		495				5							0	465						
Crit Moves:		****				****								****						

APL
2025 Alt 4
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Henry Ford Ave								Anaheim St									
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	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:	250	185	90		165	250	105		125	1050	245		85	1070	145					
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:	250	185	90		165	250	105		125	1050	245		85	1070	145					
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:	250	185	90		165	250	105		125	1050	245		85	1070	145					
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:	250	185	90		165	250	105		125	1050	0		85	1070	145					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	250	185	90		165	250	105		125	1050	0		85	1070	145					
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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00					
FinalVolume:	250	185	90		165	250	105		125	1050	0		85	1070	145					
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:	1.72	1.28	1.00		1.00	2.11	0.89		1.00	2.00	1.00		1.00	2.00	1.00					
Final Sat.:	2457	1818	1425		1425	3011	1264		1425	2850	1425		1425	2850	1425					
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.10	0.06		0.12	0.08	0.08		0.09	0.37	0.00		0.06	0.38	0.10					
Crit Volume:	145				165				125				535							
Crit Moves:	****				****				****				****							

APL
2025 Alt 4
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	45	10	30	5	15	195	35	140	75	240	210
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	45	10	30	5	15	195	35	140	75	240	210
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	45	10	30	5	15	195	35	140	75	240	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	45	0	30	5	15	195	35	140	75	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	45	0	30	5	15	195	35	140	75	240	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	45	0	30	5	15	195	35	140	75	240	210
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	2.00	1.00	2.00	1.00	1.00	1.00	0.20	0.80	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	275	1100	327	1048	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.14	0.13	0.13	0.23	0.23	0.15
Crit Volume:		23		15			195			315		
Crit Moves:	****			****			****			****		

APL
2025 Alt 4
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95			25		
Crit Moves:	****			****			****			****		

APL
2025 Alt 4
MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	110	0	125	240	965	0	0	870	180
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	0	0	110	0	125	240	965	0	0	870	180
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	0	0	110	0	125	240	965	0	0	870	180
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	110	0	125	240	965	0	0	870	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	125	240	965	0	0	870	180
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
FinalVolume:	0	0	0	110	0	125	240	965	0	0	870	180
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.49	0.51
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3542	733
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.17	0.34	0.00	0.00	0.25	0.25
Crit Volume:		0		110			240					350
Crit Moves:				****			****					****

APL
2025 Alt 4
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	1080	235	0	985	0	0	0	0	135	0	280
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	1080	235	0	985	0	0	0	0	135	0	280
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	1080	235	0	985	0	0	0	0	135	0	280
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	1080	235	0	985	0	0	0	0	135	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1080	235	0	985	0	0	0	0	135	0	280
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
FinalVolume:	0	1080	235	0	985	0	0	0	0	135	0	280
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	2.46	0.54	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3511	764	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.23	0.00	0.00	0.00	0.00	0.09	0.00	0.20
Crit Volume:			438		0			0				280
Crit Moves:			****	****								****

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	230	30	90	150	580	10	10	590	440
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:	10	25	15	230	30	90	150	580	10	10	590	440
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:	10	25	15	230	30	90	150	580	10	10	590	440
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:	10	25	15	230	30	90	150	580	10	10	590	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	230	30	90	150	580	10	10	590	440
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
FinalVolume:	10	25	15	230	30	90	150	580	10	10	590	440
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.77	0.23	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2831	369	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.08	0.08	0.06	0.09	0.18	0.01	0.01	0.37	0.28
Crit Moves:		****		****			****				****	

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1075	205	145	845	0	0	0	0	220	0	390
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	1075	205	145	845	0	0	0	0	220	0	390
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	1075	205	145	845	0	0	0	0	220	0	390
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:	0	1075	205	145	845	0	0	0	0	220	0	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1075	205	145	845	0	0	0	0	220	0	390
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1075	205	145	845	0	0	0	0	220	0	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.52	0.48	1.00	3.00	0.00	0.00	0.00	0.00	1.08	0.01	1.91
Final Sat.:	0	4031	769	1600	4800	0	0	0	0	1731	0	3069
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.09	0.18	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****						****		

APL
2025 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	820	0	0	1020	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
FinalVolume:	0	0	0	0	0	5	0	820	0	0	1020	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.40	0.00
Crit Moves:				****			****				****	

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2025 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	0	1 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	600	5	120	0	20	10	20	665	375	140	630	10
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:	600	5	120	0	20	10	20	665	375	140	630	10
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:	600	5	120	0	20	10	20	665	375	140	630	10
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:	600	5	120	0	20	10	20	665	375	140	630	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	5	120	0	20	10	20	665	375	140	630	10
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
FinalVolume:	600	5	120	0	20	10	20	665	375	140	630	10
OvlAdjVol:			0						72			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.67	0.33	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	3174	26	2880	0	1067	533	1600	3200	1600	2880	3150	50
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.04	0.00	0.02	0.02	0.01	0.21	0.23	0.05	0.20	0.20
OvlAdjV/S:			0.00						0.05			
Crit Moves:	****					****		****		****		

APL
2025 Alt 4
MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100				Critical Vol./Cap.(X):					0.867						
Loss Time (sec):	0 (Y+R=4.0 sec)				Average Delay (sec/veh):					xxxxxx						
Optimal Cycle:	171				Level Of Service:					D						
Street Name:	Ferry St								Terminal Way							
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					Ovl					Ignore					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	2	0	1	1	0	1	0	1	2	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	215	255		0		0	250	1020			1025		0	220		0	0		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:	215	255		0		0	250	1020			1025		0	220		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:	215	255		0		0	250	1020			1025		0	220		0	0		0	
User Adj:	1.00	1.00		0.00		1.00	1.00	1.00			1.00		1.00	0.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		0.00		1.00	1.00	1.00			1.00		1.00	0.00		1.00	1.00		1.00	
PHF Volume:	215	255		0		0	250	1020			1025		0	0		0	0		0	
Reduct Vol:	0	0		0		0	0	0			0		0	0		0	0		0	
Reduced Vol:	215	255		0		0	250	1020			1025		0	0		0	0		0	
PCE Adj:	1.00	1.00		0.00		1.00	1.00	1.00			1.00		1.00	0.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		0.00		1.00	1.00	1.00			1.00		1.00	0.00		1.00	1.00		1.00	
FinalVolume:	215	255		0		0	250	1020			1025		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		1.00		1.00	1.00	1.00			2.00		0.00	1.00		0.00	0.00		0.00	
Final Sat.:	1425	2850		1425		1425	1425	1425			2850		0	1425		0	0		0	
Capacity Analysis Module:																				
Vol/Sat:	0.15	0.09		0.00		0.00	0.18	0.72			0.36		0.00	0.00		0.00	0.00		0.00	
Crit Volume:	215							1020			0								0	
Crit Moves:	****							****			****									

APL
2025 Alt 4
MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100				Critical Vol./Cap.(X):					0.844						
Loss Time (sec):	0 (Y+R=4.0 sec)				Average Delay (sec/veh):					xxxxxx						
Optimal Cycle:	146				Level Of Service:					D						
Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Ovl				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	2	1	0	1	0	1	1	0	2	0	0	1	0	0	1	0	0	1
Volume Module:																				
Base Vol:	78	1054		5		19	616	560			925		1	129		15	2		51	
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:	78	1054		5		19	616	560			925		1	129		15	2		51	
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:	78	1054		5		19	616	560			925		1	129		15	2		51	
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:	78	1054		5		19	616	560			925		1	129		15	2		51	
Reduct Vol:	0	0		0		0	0	0			0		0	0		0	0		0	
Reduced Vol:	78	1054		5		19	616	560			925		1	129		15	2		51	
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	
FinalVolume:	78	1054		5		19	616	560			925		1	129		15	2		51	
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	2.99		0.01		1.00	1.05	0.95			2.00		0.01	0.99		0.88	0.12		1.00	
Final Sat.:	1375	4106		19		1375	1440	1310			2750		11	1364		1213	162		1375	
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.26		0.26		0.01	0.43	0.43			0.34		0.09	0.09		0.01	0.01		0.04	
Crit Volume:	78							588			463								51	
Crit Moves:	****							****			****								****	

APL
2025 Alt 4
PM Peak Hour

Scenario Report

Scenario:	2025 Red Proj No New Wharf PM
Command:	2025 Reduced Project No New Wharf PM
Volume:	2025 Reduced Project No New Wharf PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2025 Alt 4
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	565	0	0	155	705	0	0	0	15	265	335	2050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	565	0	0	155	705	0	0	0	15	265	335	2050
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	295	0	0	570	360	0	0	0	0	1235
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	295	0	0	570	360	0	0	0	0	1235
#3 Seaside Ave / Navy Way													
Base	645	0	1190	0	0	0	0	2580	925	0	2445	0	7785
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	645	0	1190	0	0	0	0	2580	925	0	2445	0	7785
#4 Ferry St / SR 47 Ramps													
Base	0	645	510	5	430	0	0	0	0	460	0	5	2055
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	645	510	5	430	0	0	0	0	460	0	5	2055
#5 Anaheim St / Henry Ford Ave													
Base	345	250	200	225	220	70	100	1285	240	80	1455	195	4665
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	345	250	200	225	220	70	100	1285	240	80	1455	195	4665
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	300	35	105	335	50	70	0	15	95	0	395	1410
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	300	35	105	335	50	70	0	15	95	0	395	1410
#7 Alameda Street / Henry Ford Avenue													
Base	0	635	20	10	200	0	135	0	5	20	5	35	1065
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	635	20	10	200	0	135	0	5	20	5	35	1065
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	150	0	215	255	1420	0	0	1200	205	3445
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	150	0	215	255	1420	0	0	1200	205	3445
#9 Alameda St / PCH Ramp (O St)													
Base	0	1095	365	0	995	0	0	0	0	250	0	205	2910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1095	365	0	995	0	0	0	0	250	0	205	2910

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APL
2025 Alt 4
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	195	20	130	215	960	0	5	715	415	2720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	195	20	130	215	960	0	5	715	415	2720
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1260	120	225	615	0	0	0	0	100	0	565	2885
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1260	120	225	615	0	0	0	0	100	0	565	2885
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1175	0	0	1130	0	2305
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1175	0	0	1130	0	2305
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	500	5	360	10	0	10	0	1185	280	165	725	0	3240
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	500	5	360	10	0	10	0	1185	280	165	725	0	3240
#14 Ferry St / Terminal Way													
Base	15	205	0	0	215	675	945	0	235	0	0	0	2290
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	205	0	0	215	675	945	0	235	0	0	0	2290
#15 Navy Way / Reeves Ave													
Base	28	1045	0	16	429	485	715	0	5	0	2	75	2800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	1045	0	16	429	485	715	0	5	0	2	75	2800
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 4
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 Ocean Blvd / Terminal Island F	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.348	A	xxxxx	0.348	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.755	C	xxxxx	0.755	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.676	B	xxxxx	0.676	+ 0.000 V/C

APL
2025 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	565	0	0	155	705	0	0	0	15	265	335
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:	10	565	0	0	155	705	0	0	0	15	265	335
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:	10	565	0	0	155	705	0	0	0	15	265	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	565	0	0	155	705	0	0	0	15	265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	565	0	0	155	705	0	0	0	15	265	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	565	0	0	155	705	0	0	0	15	265	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.00	0.05	0.24	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

APL
2025 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	295	0	0	570	360	0	0	0	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:	0	5	5	295	0	0	570	360	0	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:	0	5	5	295	0	0	570	360	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:	0	5	5	295	0	0	570	360	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	295	0	0	570	360	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
FinalVolume:	0	5	5	295	0	0	570	360	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.20	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2025 Alt 4
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	645	510	5	430	0	0	0	0	460	0	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:	0	645	510	5	430	0	0	0	0	460	0	5
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	645	510	5	430	0	0	0	0	460	0	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:	0	645	510	5	430	0	0	0	0	460	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	645	510	5	430	0	0	0	0	460	0	5
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
FinalVolume:	0	645	510	5	430	0	0	0	0	460	0	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:	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	2819	0	31
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.36	0.00	0.15	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:		645		5					0	232		
Crit Moves:		****		****						****		

APL
2025 Alt 4
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	Level Of Service:	D

Street Name:	Henry Ford Ave						Anaheim St					
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	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	250	200	225	220	70	100	1285	240	80	1455	195
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:	345	250	200	225	220	70	100	1285	240	80	1455	195
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:	345	250	200	225	220	70	100	1285	240	80	1455	195
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:	345	250	200	225	220	70	100	1285	0	80	1455	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	250	200	225	220	70	100	1285	0	80	1455	195
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	345	250	200	225	220	70	100	1285	0	80	1455	195
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	2.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2479	1796	1425	1425	3243	1032	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.16	0.07	0.07	0.07	0.45	0.00	0.06	0.51	0.14
Crit Volume:				200	225		100				728	
Crit Moves:				****	****		****				****	

APL
2025 Alt 4
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	300	35	105	335	50	70	0	15	95	0	395
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:	10	300	35	105	335	50	70	0	15	95	0	395
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:	10	300	35	105	335	50	70	0	15	95	0	395
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:	10	300	0	105	335	50	70	0	15	95	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	300	0	105	335	50	70	0	15	95	0	395
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
FinalVolume:	10	300	0	105	335	50	70	0	15	95	0	395
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2393	357	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.29
Crit Volume:	10				193		70					395
Crit Moves:	****				****		****					****

APL
2025 Alt 4
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	635	20	10	200	0	135	0	5	20	5	35
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	635	20	10	200	0	135	0	5	20	5	35
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	635	20	10	200	0	135	0	5	20	5	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	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	635	20	10	200	0	135	0	5	20	5	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	20	10	200	0	135	0	5	20	5	35
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	635	20	40	200	0	135	0	5	20	5	35
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	1.00	0.44	1.56	0.00	1.00	0.00	1.00	0.33	0.08	0.59
Final Sat.:	0	3000	1500	667	2333	0	1500	0	1500	500	125	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.01	0.01	0.09	0.00	0.09	0.00	0.00	0.04	0.04	0.04
Crit Volume:		318			10		135				60	
Crit Moves:		****			****		****				****	

APL
2025 Alt 4
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	150	0	215	255	1420	0	0	1200	205
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	0	0	150	0	215	255	1420	0	0	1200	205
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	0	0	150	0	215	255	1420	0	0	1200	205
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	150	0	215	255	1420	0	0	1200	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	215	255	1420	0	0	1200	205
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
FinalVolume:	0	0	0	150	0	215	255	1420	0	0	1200	205
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3651	624
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.18	0.50	0.00	0.00	0.33	0.33
Crit Volume:		0		150			255				468	
Crit Moves:				****			****				****	

APL
2025 Alt 4
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

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: 47 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1095	365	0	995	0	0	0	0	250	0	205
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	1095	365	0	995	0	0	0	0	250	0	205
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	1095	365	0	995	0	0	0	0	250	0	205
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	1095	365	0	995	0	0	0	0	250	0	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1095	365	0	995	0	0	0	0	250	0	205
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
FinalVolume:	0	1095	365	0	995	0	0	0	0	250	0	205
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	2.25	0.75	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3206	1069	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.00	0.23	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Crit Volume:		487			0				0	250		
Crit Moves:		****			****					****		

APL
2025 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	195	20	130	215	960	0	5	715	415
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:	5	40	20	195	20	130	215	960	0	5	715	415
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:	5	40	20	195	20	130	215	960	0	5	715	415
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:	5	40	20	195	20	130	215	960	0	5	715	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	195	20	130	215	960	0	5	715	415
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
FinalVolume:	5	40	20	195	20	130	215	960	0	5	715	415
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2902	298	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.13	0.30	0.00	0.00	0.45	0.26
Crit Moves:		****		****			****				****	

APL
2025 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1260	120	225	615	0	0	0	0	100	0	565
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	1260	120	225	615	0	0	0	0	100	0	565
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	1260	120	225	615	0	0	0	0	100	0	565
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:	0	1260	120	225	615	0	0	0	0	100	0	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1260	120	225	615	0	0	0	0	100	0	565
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1260	120	225	615	0	0	0	0	100	0	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.74	0.26	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4383	417	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.14	0.13	0.00	0.00	0.00	0.00	0.06	0.00	0.18
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0	1! 0	0	1 0	2 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1175	0	0	1130	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:	0	0	0	0	0	0	0	1175	0	0	1130	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:	0	0	0	0	0	0	0	1175	0	0	1130	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:	0	0	0	0	0	0	0	1175	0	0	1130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1175	0	0	1130	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
FinalVolume:	0	0	0	0	0	0	0	1175	0	0	1130	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.44	0.00
Crit Moves:								****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0	1! 0	0	1 0	2 0	1	2 0	1 1 0
Volume Module:												
Base Vol:	500	5	360	10	0	10	0	1185	280	165	725	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:	500	5	360	10	0	10	0	1185	280	165	725	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:	500	5	360	10	0	10	0	1185	280	165	725	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:	500	5	360	10	0	10	0	1185	280	165	725	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	5	360	10	0	10	0	1185	280	165	725	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
FinalVolume:	500	5	360	10	0	10	0	1185	280	165	725	0
OvlAdjVol:			195						27			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3168	32	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.01	0.00	0.01	0.00	0.37	0.17	0.06	0.23	0.00
OvlAdjV/S:			0.07						0.02			
Crit Moves:	****			****				****		****		

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PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	15	205	0	0	215	675	945	0	235	0	0	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:	15	205	0	0	215	675	945	0	235	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:	15	205	0	0	215	675	945	0	235	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	15	205	0	0	215	675	945	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	205	0	0	215	675	945	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	15	205	0	0	215	675	945	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.00	0.00	0.15	0.47	0.33	0.00	0.00	0.00	0.00	0.00
Crit Volume:	15				215		472				0	
Crit Moves:	****				****		****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	28	1045	0	16	429	485	715	0	5	0	2	75
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:	28	1045	0	16	429	485	715	0	5	0	2	75
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:	28	1045	0	16	429	485	715	0	5	0	2	75
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	1045	0	16	429	485	715	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1045	0	16	429	485	715	0	5	0	2	75
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
FinalVolume:	28	1045	0	16	429	485	715	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.00	0.01	0.31	0.35	0.26	0.00	0.00	0.00	0.00	0.05
Crit Volume:	28					485	358					75
Crit Moves:	****					****	****					****

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Scenario Report

Scenario:	2027 Red Proj No New Wharf AM
Command:	2027 Reduced Project No New Wharf AM
Volume:	2027 Reduced Project No New Wharf AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	510	0	0	305	880	0	0	0	15	385	360	2460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	510	0	0	305	880	0	0	0	15	385	360	2460
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	320	0	0	515	310	0	0	0	0	1145
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	320	0	0	515	310	0	0	0	0	1145
#3 Seaside Ave / Navy Way													
Base	430	0	1030	0	0	0	0	2390	1130	0	2470	0	7450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	430	0	1030	0	0	0	0	2390	1130	0	2470	0	7450
#4 Ferry St / SR 47 Ramps													
Base	0	375	605	30	445	0	0	0	0	700	0	5	2160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	375	605	30	445	0	0	0	0	700	0	5	2160
#5 Anaheim St / Henry Ford Ave													
Base	315	60	80	70	125	60	90	1000	340	25	1265	70	3500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	315	60	80	70	125	60	90	1000	340	25	1265	70	3500
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	135	285	135	135	515	15	55	0	170	85	5	140	1675
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	285	135	135	515	15	55	0	170	85	5	140	1675
#7 Alameda Street / Henry Ford Avenue													
Base	0	435	5	5	495	0	190	0	35	0	0	10	1175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	435	5	5	495	0	190	0	35	0	0	10	1175
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	125	0	150	220	1095	0	0	990	140	2720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	150	220	1095	0	0	990	140	2720
#9 Alameda St / PCH Ramp (O St)													
Base	0	805	275	0	925	0	0	0	0	175	0	185	2365
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	805	275	0	925	0	0	0	0	175	0	185	2365

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	325	35	130	135	690	5	10	710	330	2405
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	325	35	130	135	690	5	10	710	330	2405
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	780	135	355	1155	0	0	0	0	105	0	385	2915
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	780	135	355	1155	0	0	0	0	105	0	385	2915
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	1020	0	0	1045	0	2070
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	1020	0	0	1045	0	2070
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	240	35	275	5	15	10	30	640	350	175	1100	5	2880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	240	35	275	5	15	10	30	640	350	175	1100	5	2880
#14 Ferry St / Terminal Way													
Base	190	165	0	0	245	900	795	0	120	0	0	0	2415
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	165	0	0	245	900	795	0	120	0	0	0	2415
#15 Navy Way / Reeves Ave													
Base	136	827	50	28	568	535	615	4	376	10	4	18	3171
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	136	827	50	28	568	535	615	4	376	10	4	18	3171
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.379	A	xxxxx	0.379	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.302	A	xxxxx	0.302	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.382	A	xxxxx	0.382	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
# 14 Ferry St / Terminal Way	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.787	C	xxxxx	0.787	+ 0.000 V/C

APL
2027 Alt 4
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	510	0	0	305	880	0	0	0	15	385	360
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:	5	510	0	0	305	880	0	0	0	15	385	360
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:	5	510	0	0	305	880	0	0	0	15	385	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	510	0	0	305	880	0	0	0	15	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	510	0	0	305	880	0	0	0	15	385	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	510	0	0	305	880	0	0	0	15	385	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.10	0.31	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

APL
2027 Alt 4
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	320	0	0	515	310	0	0	0	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:	0	0	0	320	0	0	515	310	0	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:	0	0	0	320	0	0	515	310	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:	0	0	0	320	0	0	515	310	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	0	515	310	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
FinalVolume:	0	0	0	320	0	0	515	310	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.18	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

APL
2027 Alt 4
AM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	375	605	30	445	0	0	0	0	700	0	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:	0	375	605	30	445	0	0	0	0	700	0	5
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	375	605	30	445	0	0	0	0	700	0	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:	0	375	605	30	445	0	0	0	0	700	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	375	605	30	445	0	0	0	0	700	0	5
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
FinalVolume:	0	375	605	30	445	0	0	0	0	700	0	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:	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	2830	0	20
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.42	0.02	0.16	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Crit Volume:		375		30				0		353		
Crit Moves:		****		****						****		

APL
2027 Alt 4
AM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

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:	56	Level Of Service:	B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	315	60	80	70	125	60	90	1000	340	25	1265	70
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:	315	60	80	70	125	60	90	1000	340	25	1265	70
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:	315	60	80	70	125	60	90	1000	340	25	1265	70
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:	315	60	80	70	125	60	90	1000	0	25	1265	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	60	80	70	125	60	90	1000	0	25	1265	70
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	60	80	70	125	60	90	1000	0	25	1265	70
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	1.00	1.00	1.00	2.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	2889	1386	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.06	0.05	0.04	0.04	0.06	0.35	0.00	0.02	0.44	0.05
Crit Volume:	158			70			90			633		
Crit Moves:	****			****			****			****		

APL
2027 Alt 4
AM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	135	285	135	135	515	15	55	0	170	85	5	140
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:	135	285	135	135	515	15	55	0	170	85	5	140
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:	135	285	135	135	515	15	55	0	170	85	5	140
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:	135	285	0	135	515	15	55	0	170	85	5	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	285	0	135	515	15	55	0	170	85	5	140
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
FinalVolume:	135	285	0	135	515	15	55	0	170	85	5	140
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.94	0.06	1.00
Final Sat.:	1375	2750	1375	2750	2672	78	1375	0	1375	1299	76	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.05	0.19	0.19	0.04	0.00	0.12	0.07	0.07	0.10
Crit Volume:	135				265				170		90	
Crit Moves:	****				****				****		****	

APL
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AM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	435	5	5	495	0	190	0	35	0	0	10
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	435	5	5	495	0	190	0	35	0	0	10
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	435	5	5	495	0	190	0	35	0	0	10
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	435	5	5	495	0	190	0	35	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	5	5	495	0	190	0	35	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	435	5	10	495	0	190	0	35	0	0	10
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	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	61	2939	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.08	0.17	0.00	0.13	0.00	0.02	0.00	0.00	0.01
Crit Volume:	0				253		190					10
Crit Moves:	****				****		****					****

APL
2027 Alt 4
AM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	125	0	150	220	1095	0	0	990	140
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	0	0	125	0	150	220	1095	0	0	990	140
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	0	0	125	0	150	220	1095	0	0	990	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	150	220	1095	0	0	990	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	150	220	1095	0	0	990	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	150	220	1095	0	0	990	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.63	0.37
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3745	530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.15	0.38	0.00	0.00	0.26	0.26
Crit Volume:			0			125			220			377
Crit Moves:				****			****				****	

APL
2027 Alt 4
AM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	805	275	0	925	0	0	0	0	175	0	185
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	805	275	0	925	0	0	0	0	175	0	185
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	805	275	0	925	0	0	0	0	175	0	185
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	805	275	0	925	0	0	0	0	175	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	805	275	0	925	0	0	0	0	175	0	185
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
FinalVolume:	0	805	275	0	925	0	0	0	0	175	0	185
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	2.24	0.76	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3186	1089	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.22	0.00	0.00	0.00	0.00	0.12	0.00	0.13
Crit Volume:		360			0			0				185
Crit Moves:		****			****							****

APL
2027 Alt 4
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1 1	0	0 1	1 0	2	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	5	25	5	325	35	130	135	690	5	10	710	330
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:	5	25	5	325	35	130	135	690	5	10	710	330
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:	5	25	5	325	35	130	135	690	5	10	710	330
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:	5	25	5	325	35	130	135	690	5	10	710	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	325	35	130	135	690	5	10	710	330
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
FinalVolume:	5	25	5	325	35	130	135	690	5	10	710	330
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
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:	0.28 1.43		0.29	1.81 0.19		1.00	1.00 2.00		1.00	1.00 1.00		1.00
Final Sat.:	457 2286		457	2889	311	1600	1600 3200		1600	1600 1600		1600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.01		0.01	0.11 0.11		0.08	0.08 0.22		0.00	0.01 0.44		0.21
Crit Moves:	****			****			****				****	

APL
2027 Alt 4
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0	0	0	0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	780	135	355	1155	0	0	0	0	105	0	385
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	780	135	355	1155	0	0	0	0	105	0	385
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	780	135	355	1155	0	0	0	0	105	0	385
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:	0	780	135	355	1155	0	0	0	0	105	0	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	780	135	355	1155	0	0	0	0	105	0	385
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:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	0	780	135	355	1155	0	0	0	0	105	0	385
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
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 2.56		0.44	1.00 3.00		0.00	0.00 0.00		0.00	1.00 0.00		2.00
Final Sat.:	0 4092		708	1600 4800		0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.19		0.19	0.22 0.24		0.00	0.00 0.00		0.00	0.07 0.00		0.12
Crit Moves:	****			****								****

APL
2027 Alt 4
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	1020	0	0	1045	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:	0	0	0	0	0	0	5	1020	0	0	1045	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:	0	0	0	0	0	0	5	1020	0	0	1045	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:	0	0	0	0	0	0	5	1020	0	0	1045	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	1020	0	0	1045	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
FinalVolume:	0	0	0	0	0	0	5	1020	0	0	1045	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.41	0.00
Crit Moves:							****				****	

APL
2027 Alt 4
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	240	35	275	5	15	10	30	640	350	175	1100	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:	240	35	275	5	15	10	30	640	350	175	1100	5
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:	240	35	275	5	15	10	30	640	350	175	1100	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:	240	35	275	5	15	10	30	640	350	175	1100	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	35	275	5	15	10	30	640	350	175	1100	5
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
FinalVolume:	240	35	275	5	15	10	30	640	350	175	1100	5
OvlAdjVol:		100							212			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.75	0.25	2.00	0.17	0.50	0.33	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2793	407	2880	267	800	533	1600	3200	1600	2880	3186	14
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.10	0.02	0.02	0.02	0.02	0.20	0.22	0.06	0.35	0.35
OvlAdjV/S:			0.03						0.13			
Crit Moves:	****					****	****				****	

APL
2027 Alt 4
AM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	190	165	0	0	245	900	795	0	120	0	0	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:	190	165	0	0	245	900	795	0	120	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:	190	165	0	0	245	900	795	0	120	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	190	165	0	0	245	900	795	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	165	0	0	245	900	795	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	190	165	0	0	245	900	795	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.00	0.00	0.17	0.63	0.28	0.00	0.00	0.00	0.00	0.00
Crit Volume:	190					900	0				0	
Crit Moves:	****					****	****					

APL
2027 Alt 4
AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	136	827	50	28	568	535	615	4	376	10	4	18
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:	136	827	50	28	568	535	615	4	376	10	4	18
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:	136	827	50	28	568	535	615	4	376	10	4	18
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:	136	827	50	28	568	535	615	4	376	10	4	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	827	50	28	568	535	615	4	376	10	4	18
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
FinalVolume:	136	827	50	28	568	535	615	4	376	10	4	18
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	2.83	0.17	1.00	1.03	0.97	2.00	0.01	0.99	0.71	0.29	1.00
Final Sat.:	1375	3890	235	1375	1416	1334	2750	14	1361	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.02	0.40	0.40	0.22	0.28	0.28	0.01	0.01	0.01
Crit Volume:	136					552		380			14	
Crit Moves:	****					****		****			****	

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2027 Alt 4
MD Peak Hour

Scenario Report

Scenario:	2027 Red Proj No New Wharf MD
Command:	2027 Reduced Project No New Wharf MD
Volume:	2027 Reduced Project No New Wharf MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
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MD Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	605	0	0	425	675	0	0	0	10	210	335	2265
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	605	0	0	425	675	0	0	0	10	210	335	2265
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	435	5	0	605	295	0	0	0	0	1345
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	435	5	0	605	295	0	0	0	0	1345
#3 Seaside Ave / Navy Way													
Base	705	0	1365	0	0	0	0	1895	1230	0	1770	0	6965
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	705	0	1365	0	0	0	0	1895	1230	0	1770	0	6965
#4 Ferry St / SR 47 Ramps													
Base	0	580	765	5	340	0	0	0	0	975	0	5	2670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	580	765	5	340	0	0	0	0	975	0	5	2670
#5 Anaheim St / Henry Ford Ave													
Base	260	180	85	160	245	110	135	1095	255	80	1120	140	3865
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	260	180	85	160	245	110	135	1095	255	80	1120	140	3865
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	45	10	30	5	15	195	35	135	75	240	210	995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	45	10	30	5	15	195	35	135	75	240	210	995
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	115	0	125	245	995	0	0	915	185	2580
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	115	0	125	245	995	0	0	915	185	2580
#9 Alameda St / PCH Ramp (O St)													
Base	0	1135	240	0	1025	0	0	0	0	155	0	280	2835
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1135	240	0	1025	0	0	0	0	155	0	280	2835

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	250	30	95	150	610	10	10	615	445	2265
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	250	30	95	150	610	10	10	615	445	2265
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1120	225	155	885	0	0	0	0	230	0	395	3010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1120	225	155	885	0	0	0	0	230	0	395	3010
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	875	0	0	1055	0	1935
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	875	0	0	1055	0	1935
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	595	5	120	0	20	10	20	700	375	140	665	10	2660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	595	5	120	0	20	10	20	700	375	140	665	10	2660
#14 Ferry St / Terminal Way													
Base	200	255	0	0	250	1065	1090	0	170	0	0	0	3030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	255	0	0	250	1065	1090	0	170	0	0	0	3030
#15 Navy Way / Reeves Ave													
Base	73	1095	5	8	648	575	925	1	114	15	2	50	3511
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	73	1095	5	8	648	575	925	1	114	15	2	50	3511
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2027 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2027 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2027 Alt 4
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
# 14 Ferry St / Terminal Way	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	D	xxxxx	0.865	D	xxxxx	0.865	+ 0.000 V/C

APL
2027 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	605	0	0	425	675	0	0	0	10	210	335
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:	5	605	0	0	425	675	0	0	0	10	210	335
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:	5	605	0	0	425	675	0	0	0	10	210	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	605	0	0	425	675	0	0	0	10	210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	605	0	0	425	675	0	0	0	10	210	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	605	0	0	425	675	0	0	0	10	210	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.13	0.23	0.00	0.00	0.00	0.01	0.07	0.00
Crit Moves:	****					****					****	

APL
2027 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.449
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	435	5	0	605	295	0	0	0	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:	0	5	0	435	5	0	605	295	0	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:	0	5	0	435	5	0	605	295	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:	0	5	0	435	5	0	605	295	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	435	5	0	605	295	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
FinalVolume:	0	5	0	435	5	0	605	295	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3164	36	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.21	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

APL
2027 Alt 4
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	580	765	5	340	0	0	0	0	975	0	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:	0	580	765	5	340	0	0	0	0	975	0	5
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	580	765	5	340	0	0	0	0	975	0	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:	0	580	765	5	340	0	0	0	0	975	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	580	765	5	340	0	0	0	0	975	0	5
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
FinalVolume:	0	580	765	5	340	0	0	0	0	975	0	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:	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	0.41	0.54	0.00	0.12	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Crit Volume:		580		5				0		490		
Crit Moves:		****		****						****		

APL
2027 Alt 4
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	260	180	85	160	245	110	135	1095	255	80	1120	140
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:	260	180	85	160	245	110	135	1095	255	80	1120	140
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:	260	180	85	160	245	110	135	1095	255	80	1120	140
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:	260	180	85	160	245	110	135	1095	0	80	1120	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	180	85	160	245	110	135	1095	0	80	1120	140
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	260	180	85	160	245	110	135	1095	0	80	1120	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.77	1.23	1.00	1.00	2.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2526	1749	1425	1425	2950	1325	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.11	0.08	0.08	0.09	0.38	0.00	0.06	0.39	0.10
Crit Volume:	147			160			135				560	
Crit Moves:	****			****			****				****	

APL
2027 Alt 4
MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	45	10	30	5	15	195	35	135	75	240	210
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	45	10	30	5	15	195	35	135	75	240	210
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	45	10	30	5	15	195	35	135	75	240	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	45	0	30	5	15	195	35	135	75	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	45	0	30	5	15	195	35	135	75	240	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	45	0	30	5	15	195	35	135	75	240	210
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	2.00	1.00	2.00	1.00	1.00	1.00	0.21	0.79	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	283	1092	327	1048	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.14	0.12	0.12	0.23	0.23	0.15
Crit Volume:		23		15			195			315		
Crit Moves:	****			****			****			****		

APL
2027 Alt 4
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95			25		
Crit Moves:	****			****			****			****		

APL
2027 Alt 4
MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	115	0	125	245	995	0	0	915	185
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	0	0	115	0	125	245	995	0	0	915	185
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	0	0	115	0	125	245	995	0	0	915	185
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	115	0	125	245	995	0	0	915	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	125	245	995	0	0	915	185
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
FinalVolume:	0	0	0	115	0	125	245	995	0	0	915	185
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3556	719
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.17	0.35	0.00	0.00	0.26	0.26
Crit Volume:		0		115			245					367
Crit Moves:				****			****					****

APL
2027 Alt 4
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	1135	240	0	1025	0	0	0	0	155	0	280
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	1135	240	0	1025	0	0	0	0	155	0	280
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	1135	240	0	1025	0	0	0	0	155	0	280
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	1135	240	0	1025	0	0	0	0	155	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1135	240	0	1025	0	0	0	0	155	0	280
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
FinalVolume:	0	1135	240	0	1025	0	0	0	0	155	0	280
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	2.48	0.52	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3529	746	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.00	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.20
Crit Volume:		458			0			0				280
Crit Moves:		****			****							****

APL
2027 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	250	30	95	150	610	10	10	615	445
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:	10	25	15	250	30	95	150	610	10	10	615	445
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:	10	25	15	250	30	95	150	610	10	10	615	445
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:	10	25	15	250	30	95	150	610	10	10	615	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	250	30	95	150	610	10	10	615	445
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
FinalVolume:	10	25	15	250	30	95	150	610	10	10	615	445
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.79	0.21	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2857	343	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.09	0.09	0.06	0.09	0.19	0.01	0.01	0.38	0.28
Crit Moves:		****		****			****				****	

APL
2027 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1120	225	155	885	0	0	0	0	230	0	395
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	1120	225	155	885	0	0	0	0	230	0	395
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	1120	225	155	885	0	0	0	0	230	0	395
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:	0	1120	225	155	885	0	0	0	0	230	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1120	225	155	885	0	0	0	0	230	0	395
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1120	225	155	885	0	0	0	0	230	0	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.50	0.50	1.00	3.00	0.00	0.00	0.00	0.00	1.10	0.01	1.89
Final Sat.:	0	3997	803	1600	4800	0	0	0	0	1766	0	3034
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.10	0.18	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****								****

APL
2027 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	875	0	0	1055	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	
FinalVolume:	0	0	0	0	0	5	0	875	0	0	1055	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80	
Lanes:	0.00 0.00	0.00		0.00 0.00	1.00		1.00 2.00	0.00		0.00 2.00	1.00	
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.00 0.00	0.00		0.00 0.34	0.00		0.00 0.41	0.00	
Crit Moves:				****			****				****	

APL
2027 Alt 4
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	0	1 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	595	5	120	0	20	10	20	700	375	140	665	10
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:	595	5	120	0	20	10	20	700	375	140	665	10
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:	595	5	120	0	20	10	20	700	375	140	665	10
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:	595	5	120	0	20	10	20	700	375	140	665	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	595	5	120	0	20	10	20	700	375	140	665	10
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	
FinalVolume:	595	5	120	0	20	10	20	700	375	140	665	10
OvlAdjVol:			0						75			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.98 0.02	2.00		0.00 0.67	0.33		1.00 2.00	1.00		2.00 1.97	0.03	
Final Sat.:	3173	27	2880	0	1067	533	1600	3200	1600	2880	3153	47
Capacity Analysis Module:												
Vol/Sat:	0.19 0.19	0.04		0.00 0.02	0.02		0.01 0.22	0.23		0.05 0.21	0.21	
OvlAdjV/S:			0.00						0.05			
Crit Moves:	****					****		****			****	

APL
2027 Alt 4
MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	200	255	0	0	250	1065	1090	0	170	0	0	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:	200	255	0	0	250	1065	1090	0	170	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:	200	255	0	0	250	1065	1090	0	170	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	200	255	0	0	250	1065	1090	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	255	0	0	250	1065	1090	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	200	255	0	0	250	1065	1090	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.00	0.00	0.18	0.75	0.38	0.00	0.00	0.00	0.00	0.00
Crit Volume:	200					1065	0				0	
Crit Moves:	****					****	****					

APL
2027 Alt 4
MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	169	Level Of Service:	D

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	73	1095	5	8	648	575	925	1	114	15	2	50
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:	73	1095	5	8	648	575	925	1	114	15	2	50
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:	73	1095	5	8	648	575	925	1	114	15	2	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:	73	1095	5	8	648	575	925	1	114	15	2	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1095	5	8	648	575	925	1	114	15	2	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
FinalVolume:	73	1095	5	8	648	575	925	1	114	15	2	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:	1.00	2.99	0.01	1.00	1.06	0.94	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4106	19	1375	1457	1293	2750	12	1363	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.01	0.44	0.44	0.34	0.08	0.08	0.01	0.01	0.04
Crit Volume:	73					612	463					50
Crit Moves:	****					****	****					****

APL
2027 Alt 4
PM Peak Hour

Scenario Report

Scenario:	2027 Red Proj No New Wharf PM
Command:	2027 Reduced Project No New Wharf PM
Volume:	2027 Reduced Project No New Wharf PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2027 Alt 4
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	585	0	0	165	725	0	0	0	15	280	360	2140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	585	0	0	165	725	0	0	0	15	280	360	2140
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	305	0	0	590	360	0	0	0	0	1265
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	305	0	0	590	360	0	0	0	0	1265
#3 Seaside Ave / Navy Way													
Base	660	0	1285	0	0	0	0	2600	955	0	2465	0	7965
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	660	0	1285	0	0	0	0	2600	955	0	2465	0	7965
#4 Ferry St / SR 47 Ramps													
Base	0	675	475	5	440	0	0	0	0	485	0	5	2085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	675	475	5	440	0	0	0	0	485	0	5	2085
#5 Anaheim St / Henry Ford Ave													
Base	330	275	230	315	285	80	95	1270	220	95	1490	230	4915
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	330	275	230	315	285	80	95	1270	220	95	1490	230	4915
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	315	35	110	335	50	70	0	10	90	0	430	1455
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	315	35	110	335	50	70	0	10	90	0	430	1455
#7 Alameda Street / Henry Ford Avenue													
Base	0	605	20	10	195	0	210	0	25	20	5	35	1125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	605	20	10	195	0	210	0	25	20	5	35	1125
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	155	0	240	255	1475	0	0	1275	200	3600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	155	0	240	255	1475	0	0	1275	200	3600
#9 Alameda St / PCH Ramp (O St)													
Base	0	1130	395	0	1025	0	0	0	0	240	0	220	3010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1130	395	0	1025	0	0	0	0	240	0	220	3010

APL
2027 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	190	20	135	220	990	0	5	750	400	2775
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	190	20	135	220	990	0	5	750	400	2775
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1315	110	235	645	0	0	0	0	95	0	565	2965
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1315	110	235	645	0	0	0	0	95	0	565	2965
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1205	0	0	1155	0	2360
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1205	0	0	1155	0	2360
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	505	5	380	10	0	10	0	1200	295	190	765	0	3360
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	505	5	380	10	0	10	0	1200	295	190	765	0	3360
#14 Ferry St / Terminal Way													
Base	55	210	0	0	225	700	940	0	235	0	0	0	2365
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	210	0	0	225	700	940	0	235	0	0	0	2365
#15 Navy Way / Reeves Ave													
Base	28	1105	0	16	444	495	765	0	5	0	2	75	2935
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	1105	0	16	444	495	765	0	5	0	2	75	2935
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 4
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.403	A	xxxxx	0.403	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	E	xxxxx	0.972	E	xxxxx	0.972	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.872	D	xxxxx	0.872	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.770	C	xxxxx	0.770	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000 V/C

APL
2027 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	585	0	0	165	725	0	0	0	15	280	360
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:	10	585	0	0	165	725	0	0	0	15	280	360
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:	10	585	0	0	165	725	0	0	0	15	280	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	585	0	0	165	725	0	0	0	15	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	585	0	0	165	725	0	0	0	15	280	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	585	0	0	165	725	0	0	0	15	280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.00	0.05	0.25	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

APL
2027 Alt 4
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	305	0	0	590	360	0	0	0	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:	0	5	5	305	0	0	590	360	0	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:	0	5	5	305	0	0	590	360	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:	0	5	5	305	0	0	590	360	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	305	0	0	590	360	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
FinalVolume:	0	5	5	305	0	0	590	360	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.20	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
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PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	675	475	5	440	0	0	0	0	485	0	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:	0	675	475	5	440	0	0	0	0	485	0	5
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	675	475	5	440	0	0	0	0	485	0	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:	0	675	475	5	440	0	0	0	0	485	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	675	475	5	440	0	0	0	0	485	0	5
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
FinalVolume:	0	675	475	5	440	0	0	0	0	485	0	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:	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	2821	0	29
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.33	0.00	0.15	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Volume:		675		5					0	245		
Crit Moves:		****		****						****		

APL
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PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Henry Ford Ave									Anaheim St					
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	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:	330	275	230	315	285	80	95	1270	220	95	1490	230			
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:	330	275	230	315	285	80	95	1270	220	95	1490	230			
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:	330	275	230	315	285	80	95	1270	220	95	1490	230			
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:	330	275	230	315	285	80	95	1270	0	95	1490	230			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	330	275	230	315	285	80	95	1270	0	95	1490	230			
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	330	275	230	315	285	80	95	1270	0	95	1490	230			
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:	1.64	1.36	1.00	1.00	2.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	2332	1943	1425	1425	3338	937	1425	2850	1425	1425	2850	1425			
Capacity Analysis Module:															
Vol/Sat:	0.14	0.14	0.16	0.22	0.09	0.09	0.07	0.45	0.00	0.07	0.52	0.16			
Crit Volume:			230	315			95				745				
Crit Moves:			****	****			****				****				

APL
2027 Alt 4
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

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:	43	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	315	35	110	335	50	70	0	10	90	0	430
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:	10	315	35	110	335	50	70	0	10	90	0	430
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:	10	315	35	110	335	50	70	0	10	90	0	430
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:	10	315	0	110	335	50	70	0	10	90	0	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	315	0	110	335	50	70	0	10	90	0	430
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
FinalVolume:	10	315	0	110	335	50	70	0	10	90	0	430
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2393	357	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.31
Crit Volume:	10				193		70					430
Crit Moves:	****				****		****					****

APL
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PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	605	20	10	195	0	210	0	25	20	5	35
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	605	20	10	195	0	210	0	25	20	5	35
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	605	20	10	195	0	210	0	25	20	5	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	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	605	20	10	195	0	210	0	25	20	5	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	605	20	10	195	0	210	0	25	20	5	35
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	605	20	40	195	0	210	0	25	20	5	35
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	1.00	0.46	1.54	0.00	1.00	0.00	1.00	0.33	0.08	0.59
Final Sat.:	0	3000	1500	686	2314	0	1500	0	1500	500	125	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.01	0.01	0.08	0.00	0.14	0.00	0.02	0.04	0.04	0.04
Crit Volume:		303			10		210				60	
Crit Moves:		****			****		****				****	

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2027 Alt 4
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	155	0	240	255	1475	0	0	1275	200
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	0	0	155	0	240	255	1475	0	0	1275	200
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	0	0	155	0	240	255	1475	0	0	1275	200
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	155	0	240	255	1475	0	0	1275	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	240	255	1475	0	0	1275	200
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
FinalVolume:	0	0	0	155	0	240	255	1475	0	0	1275	200
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.59	0.41
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3695	580
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.18	0.52	0.00	0.00	0.35	0.35
Crit Volume:		0		155			255				492	
Crit Moves:				****			****				****	

APL
2027 Alt 4
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O 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: 48 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1130	395	0	1025	0	0	0	0	240	0	220
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	1130	395	0	1025	0	0	0	0	240	0	220
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	1130	395	0	1025	0	0	0	0	240	0	220
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	1130	395	0	1025	0	0	0	0	240	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1130	395	0	1025	0	0	0	0	240	0	220
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
FinalVolume:	0	1130	395	0	1025	0	0	0	0	240	0	220
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	2.22	0.78	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3168	1107	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.00	0.24	0.00	0.00	0.00	0.00	0.17	0.00	0.15
Crit Volume:			508		0				0		240	
Crit Moves:			****	****							****	

APL
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PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	5	40	20	190	20	135	220	990	0	5	750	400
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:	5	40	20	190	20	135	220	990	0	5	750	400
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:	5	40	20	190	20	135	220	990	0	5	750	400
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:	5	40	20	190	20	135	220	990	0	5	750	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	190	20	135	220	990	0	5	750	400
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
FinalVolume:	5	40	20	190	20	135	220	990	0	5	750	400
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2895	305	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.14	0.31	0.00	0.00	0.47	0.25
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1315	110	235	645	0	0	0	0	95	0	565
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	1315	110	235	645	0	0	0	0	95	0	565
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	1315	110	235	645	0	0	0	0	95	0	565
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:	0	1315	110	235	645	0	0	0	0	95	0	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1315	110	235	645	0	0	0	0	95	0	565
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1315	110	235	645	0	0	0	0	95	0	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.77	0.23	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4429	371	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.15	0.13	0.00	0.00	0.00	0.00	0.06	0.00	0.18
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1205	0	0	1155	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:	0	0	0	0	0	0	0	1205	0	0	1155	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:	0	0	0	0	0	0	0	1205	0	0	1155	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:	0	0	0	0	0	0	0	1205	0	0	1155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1205	0	0	1155	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
FinalVolume:	0	0	0	0	0	0	0	1205	0	0	1155	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.45	0.00
Crit Moves:								****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	505	5	380	10	0	10	0	1200	295	190	765	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:	505	5	380	10	0	10	0	1200	295	190	765	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:	505	5	380	10	0	10	0	1200	295	190	765	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:	505	5	380	10	0	10	0	1200	295	190	765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	5	380	10	0	10	0	1200	295	190	765	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
FinalVolume:	505	5	380	10	0	10	0	1200	295	190	765	0
OvlAdjVol:			190						40			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3169	31	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.01	0.00	0.01	0.00	0.38	0.18	0.07	0.24	0.00
OvlAdjV/S:			0.07						0.02			
Crit Moves:	****			****				****		****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	55	210	0	0	225	700	940	0	235	0	0	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:	55	210	0	0	225	700	940	0	235	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:	55	210	0	0	225	700	940	0	235	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	55	210	0	0	225	700	940	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	210	0	0	225	700	940	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	55	210	0	0	225	700	940	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.16	0.49	0.33	0.00	0.00	0.00	0.00	0.00
Crit Volume:	55					700	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	28	1105	0	16	444	495	765	0	5	0	2	75
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:	28	1105	0	16	444	495	765	0	5	0	2	75
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:	28	1105	0	16	444	495	765	0	5	0	2	75
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	1105	0	16	444	495	765	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1105	0	16	444	495	765	0	5	0	2	75
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
FinalVolume:	28	1105	0	16	444	495	765	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.01	0.32	0.36	0.28	0.00	0.00	0.00	0.00	0.05
Crit Volume:	28					495	383					75
Crit Moves:	****					****	****					****

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Scenario Report

Scenario:	2025 Prop Proj W Ex Ondock Rail AM
Command:	2025 Prop Project W Ext On Dock Rail AM
Volume:	2025 Prop Project W Ext On Dock Rail AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	575	0	0	290	870	0	0	0	15	390	315	2460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	575	0	0	290	870	0	0	0	15	390	315	2460
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	305	0	0	580	310	0	0	0	0	1195
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	305	0	0	580	310	0	0	0	0	1195
#3 Seaside Ave / Navy Way													
Base	370	0	1210	0	0	0	0	2275	1120	0	2385	0	7360
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	370	0	1210	0	0	0	0	2275	1120	0	2385	0	7360
#4 Ferry St / SR 47 Ramps													
Base	0	405	580	25	450	0	0	0	0	660	0	5	2125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	405	580	25	450	0	0	0	0	660	0	5	2125
#5 Anaheim St / Henry Ford Ave													
Base	265	60	80	75	135	50	85	955	330	30	1210	85	3360
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	265	60	80	75	135	50	85	955	330	30	1210	85	3360
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	130	240	115	150	470	15	55	0	160	70	5	125	1535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	240	115	150	470	15	55	0	160	70	5	125	1535
#7 Alameda Street / Henry Ford Avenue													
Base	5	430	5	5	475	0	155	0	20	0	0	10	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	430	5	5	475	0	155	0	20	0	0	10	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	125	0	155	220	1030	0	0	925	140	2595
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	155	220	1030	0	0	925	140	2595
#9 Alameda St / PCH Ramp (O St)													
Base	0	750	280	0	890	0	0	0	0	165	0	195	2280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	750	280	0	890	0	0	0	0	165	0	195	2280

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	315	35	130	130	655	5	10	700	320	2335
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	315	35	130	130	655	5	10	700	320	2335
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	745	120	360	1120	0	0	0	0	95	0	375	2815
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	745	120	360	1120	0	0	0	0	95	0	375	2815
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	975	0	0	1020	0	2000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	975	0	0	1020	0	2000
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	250	40	275	5	15	10	30	600	360	185	1045	5	2820
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	40	275	5	15	10	30	600	360	185	1045	5	2820
#14 Ferry St / Terminal Way													
Base	195	195	0	0	245	860	770	0	120	0	0	0	2385
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	195	195	0	0	245	860	770	0	120	0	0	0	2385
#15 Navy Way / Reeves Ave													
Base	136	780	60	28	548	550	785	4	246	10	4	15	3166
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	136	780	60	28	548	550	785	4	246	10	4	15	3166
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 6
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 6
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 6
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 Ocean Blvd / Terminal Island F	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.397	A	xxxxx	0.397	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.275	A	xxxxx	0.275	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000 V/C
# 14 Ferry St / Terminal Way	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.795	C	xxxxx	0.795	+ 0.000 V/C

APL
2025 Alt 6
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	575	0	0	290	870	0	0	0	15	390	315
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:	5	575	0	0	290	870	0	0	0	15	390	315
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:	5	575	0	0	290	870	0	0	0	15	390	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	575	0	0	290	870	0	0	0	15	390	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	575	0	0	290	870	0	0	0	15	390	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	575	0	0	290	870	0	0	0	15	390	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.09	0.30	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

APL
2025 Alt 6
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.397
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	305	0	0	580	310	0	0	0	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:	0	0	0	305	0	0	580	310	0	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:	0	0	0	305	0	0	580	310	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:	0	0	0	305	0	0	580	310	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	0	0	580	310	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
FinalVolume:	0	0	0	305	0	0	580	310	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.20	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

APL
2025 Alt 6
AM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	405	580	25	450	0	0	0	0	660	0	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:	0	405	580	25	450	0	0	0	0	660	0	5
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	405	580	25	450	0	0	0	0	660	0	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:	0	405	580	25	450	0	0	0	0	660	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	405	580	25	450	0	0	0	0	660	0	5
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
FinalVolume:	0	405	580	25	450	0	0	0	0	660	0	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:	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	2829	0	21
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.41	0.02	0.16	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Volume:		405		25					0	332		
Crit Moves:		****		****						****		

APL
2025 Alt 6
AM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	265	60	80	75	135	50	85	955	330	30	1210	85
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:	265	60	80	75	135	50	85	955	330	30	1210	85
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:	265	60	80	75	135	50	85	955	330	30	1210	85
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:	265	60	80	75	135	50	85	955	0	30	1210	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	60	80	75	135	50	85	955	0	30	1210	85
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	265	60	80	75	135	50	85	955	0	30	1210	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.19	0.81	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3120	1155	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.06	0.05	0.04	0.04	0.06	0.34	0.00	0.02	0.42	0.06
Crit Volume:	133			75			85			605		
Crit Moves:	****			****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	130	240	115	150	470	15	55	0	160	70	5	125
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:	130	240	115	150	470	15	55	0	160	70	5	125
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:	130	240	115	150	470	15	55	0	160	70	5	125
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:	130	240	0	150	470	15	55	0	160	70	5	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	240	0	150	470	15	55	0	160	70	5	125
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
FinalVolume:	130	240	0	150	470	15	55	0	160	70	5	125
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.93	0.07	1.00
Final Sat.:	1375	2750	1375	2750	2665	85	1375	0	1375	1283	92	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.05	0.18	0.18	0.04	0.00	0.12	0.05	0.05	0.09
Crit Volume:	130				243				160		75	
Crit Moves:	****				****				****		****	

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.275
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	5	430	5	5	475	0	155	0	20	0	0	10
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:	5	430	5	5	475	0	155	0	20	0	0	10
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:	5	430	5	5	475	0	155	0	20	0	0	10
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:	5	430	5	5	475	0	155	0	20	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	430	5	5	475	0	155	0	20	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	430	5	10	475	0	155	0	20	0	0	10
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:	0.05	1.95	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	70	2930	1500	63	2937	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.08	0.16	0.00	0.10	0.00	0.01	0.00	0.00	0.01
Crit Volume:	5				243		155					10
Crit Moves:	****				****		****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	125	0	155	220	1030	0	0	925	140
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	0	0	125	0	155	220	1030	0	0	925	140
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	0	0	125	0	155	220	1030	0	0	925	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	155	220	1030	0	0	925	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	155	220	1030	0	0	925	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	155	220	1030	0	0	925	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.61	0.39
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3713	562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.15	0.36	0.00	0.00	0.25	0.25
Crit Volume:		0		125			220				355	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	750	280	0	890	0	0	0	0	165	0	195
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	750	280	0	890	0	0	0	0	165	0	195
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	750	280	0	890	0	0	0	0	165	0	195
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	750	280	0	890	0	0	0	0	165	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	750	280	0	890	0	0	0	0	165	0	195
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
FinalVolume:	0	750	280	0	890	0	0	0	0	165	0	195
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	2.18	0.82	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3113	1162	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.21	0.00	0.00	0.00	0.00	0.12	0.00	0.14
Crit Volume:			343		0			0				195
Crit Moves:			****	****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	5	25	5	315	35	130	130	655	5	10	700	320
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:	5	25	5	315	35	130	130	655	5	10	700	320
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:	5	25	5	315	35	130	130	655	5	10	700	320
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:	5	25	5	315	35	130	130	655	5	10	700	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	315	35	130	130	655	5	10	700	320
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
FinalVolume:	5	25	5	315	35	130	130	655	5	10	700	320
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.80	0.20	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2880	320	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.11	0.11	0.08	0.08	0.20	0.00	0.01	0.44	0.20
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	745	120	360	1120	0	0	0	0	95	0	375
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	745	120	360	1120	0	0	0	0	95	0	375
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	745	120	360	1120	0	0	0	0	95	0	375
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:	0	745	120	360	1120	0	0	0	0	95	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	745	120	360	1120	0	0	0	0	95	0	375
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	745	120	360	1120	0	0	0	0	95	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.58	0.42	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4134	666	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.23	0.23	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	975	0	0	1020	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:	0	0	0	0	0	0	5	975	0	0	1020	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:	0	0	0	0	0	0	5	975	0	0	1020	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:	0	0	0	0	0	0	5	975	0	0	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	975	0	0	1020	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
FinalVolume:	0	0	0	0	0	0	5	975	0	0	1020	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.40	0.00
Crit Moves:							****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	250	40	275	5	15	10	30	600	360	185	1045	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:	250	40	275	5	15	10	30	600	360	185	1045	5
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:	250	40	275	5	15	10	30	600	360	185	1045	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:	250	40	275	5	15	10	30	600	360	185	1045	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	40	275	5	15	10	30	600	360	185	1045	5
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
FinalVolume:	250	40	275	5	15	10	30	600	360	185	1045	5
OvlAdjVol:			90						215			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.72	0.28	2.00	0.17	0.50	0.33	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2759	441	2880	267	800	533	1600	3200	1600	2880	3185	15
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.10	0.02	0.02	0.02	0.02	0.19	0.23	0.06	0.33	0.33
OvlAdjV/S:			0.03						0.13			
Crit Moves:	****					****	****				****	

APL
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AM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	195	195	0	0	245	860	770	0	120	0	0	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:	195	195	0	0	245	860	770	0	120	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:	195	195	0	0	245	860	770	0	120	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	195	195	0	0	245	860	770	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	195	0	0	245	860	770	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	195	195	0	0	245	860	770	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.00	0.00	0.17	0.60	0.27	0.00	0.00	0.00	0.00	0.00
Crit Volume:	195					860	0				0	
Crit Moves:	****					****	****					

APL
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AM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	136	780	60	28	548	550	785	4	246	10	4	15
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:	136	780	60	28	548	550	785	4	246	10	4	15
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:	136	780	60	28	548	550	785	4	246	10	4	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:	136	780	60	28	548	550	785	4	246	10	4	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	780	60	28	548	550	785	4	246	10	4	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	780	60	28	548	550	785	4	246	10	4	15
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	2.79	0.21	1.00	1.00	1.00	2.00	0.02	0.98	0.71	0.29	1.00
Final Sat.:	1375	3830	295	1375	1375	1375	2750	22	1353	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.02	0.40	0.40	0.29	0.18	0.18	0.01	0.01	0.01
Crit Volume:	136					550	393				14	
Crit Moves:	****					****	****				****	

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Scenario Report

Scenario:	2025 Prop Proj W Ex Ondock Rail MD
Command:	2025 Prop Project W Ext On Dock Rail MD
Volume:	2025 Prop Project W Ext On Dock Rail MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	640	0	0	420	635	0	0	0	10	200	310	2220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	640	0	0	420	635	0	0	0	10	200	310	2220
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	430	5	0	640	295	0	0	0	0	1375
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	430	5	0	640	295	0	0	0	0	1375
#3 Seaside Ave / Navy Way													
Base	660	0	1455	0	0	0	0	1805	1220	0	1715	0	6855
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	660	0	1455	0	0	0	0	1805	1220	0	1715	0	6855
#4 Ferry St / SR 47 Ramps													
Base	0	505	785	5	340	0	0	0	0	935	0	5	2575
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	505	785	5	340	0	0	0	0	935	0	5	2575
#5 Anaheim St / Henry Ford Ave													
Base	255	185	90	165	250	105	125	1050	245	85	1070	145	3770
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	255	185	90	165	250	105	125	1050	245	85	1070	145	3770
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	50	10	30	5	15	195	35	140	75	240	210	1005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	50	10	30	5	15	195	35	140	75	240	210	1005
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	110	0	125	240	965	0	0	870	180	2490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	110	0	125	240	965	0	0	870	180	2490
#9 Alameda St / PCH Ramp (O St)													
Base	0	1085	235	0	995	0	0	0	0	135	0	280	2730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1085	235	0	995	0	0	0	0	135	0	280	2730

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	230	30	90	150	580	10	10	590	445	2185
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	230	30	90	150	580	10	10	590	445	2185
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1085	205	145	850	0	0	0	0	225	0	390	2900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1085	205	145	850	0	0	0	0	225	0	390	2900
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	820	0	0	1020	0	1845
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	820	0	0	1020	0	1845
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	615	5	125	0	20	10	20	665	385	140	630	10	2625
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	615	5	125	0	20	10	20	665	385	140	630	10	2625
#14 Ferry St / Terminal Way													
Base	220	260	0	0	260	1020	1025	0	220	0	0	0	3005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	260	0	0	260	1020	1025	0	220	0	0	0	3005
#15 Navy Way / Reeves Ave													
Base	78	1054	5	19	616	585	1010	1	129	15	2	51	3565
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	1054	5	19	616	585	1010	1	129	15	2	51	3565
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2025 Alt 6
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2025 Alt 6
MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
# 14 Ferry St / Terminal Way	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	D	xxxxx	0.884	D	xxxxx	0.884	+ 0.000 V/C

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	640	0	0	420	635	0	0	0	10	200	310
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:	5	640	0	0	420	635	0	0	0	10	200	310
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:	5	640	0	0	420	635	0	0	0	10	200	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	640	0	0	420	635	0	0	0	10	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	640	0	0	420	635	0	0	0	10	200	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	640	0	0	420	635	0	0	0	10	200	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.13	0.22	0.00	0.00	0.00	0.01	0.06	0.00
Crit Moves:	****					****					****	

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	430	5	0	640	295	0	0	0	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:	0	5	0	430	5	0	640	295	0	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:	0	5	0	430	5	0	640	295	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:	0	5	0	430	5	0	640	295	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	430	5	0	640	295	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
FinalVolume:	0	5	0	430	5	0	640	295	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3163	37	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.22	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

APL
2025 Alt 6
MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	505	785	5	340	0	0	0	0	935	0	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:	0	505	785	5	340	0	0	0	0	935	0	5
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	505	785	5	340	0	0	0	0	935	0	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:	0	505	785	5	340	0	0	0	0	935	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	505	785	5	340	0	0	0	0	935	0	5
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
FinalVolume:	0	505	785	5	340	0	0	0	0	935	0	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:	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	0.35	0.55	0.00	0.12	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Crit Volume:		505		5					0	470		
Crit Moves:		****		****						****		

APL
2025 Alt 6
MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	255	185	90	165	250	105	125	1050	245	85	1070	145
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:	255	185	90	165	250	105	125	1050	245	85	1070	145
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:	255	185	90	165	250	105	125	1050	245	85	1070	145
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:	255	185	90	165	250	105	125	1050	0	85	1070	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	185	90	165	250	105	125	1050	0	85	1070	145
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	255	185	90	165	250	105	125	1050	0	85	1070	145
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	2.11	0.89	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2478	1797	1425	1425	3011	1264	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.12	0.08	0.08	0.09	0.37	0.00	0.06	0.38	0.10
Crit Volume:		147		165			125			535		
Crit Moves:		****		****			****			****		

APL
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MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	50	10	30	5	15	195	35	140	75	240	210
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	50	10	30	5	15	195	35	140	75	240	210
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	50	10	30	5	15	195	35	140	75	240	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	50	0	30	5	15	195	35	140	75	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	0	30	5	15	195	35	140	75	240	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	50	0	30	5	15	195	35	140	75	240	210
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	2.00	1.00	2.00	1.00	1.00	1.00	0.20	0.80	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	275	1100	327	1048	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.14	0.13	0.13	0.23	0.23	0.15
Crit Volume:		25		15			195			315		
Crit Moves:	****			****			****			****		

APL
2025 Alt 6
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95			25		
Crit Moves:	****			****			****			****		

APL
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MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	110	0	125	240	965	0	0	870	180
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	0	0	110	0	125	240	965	0	0	870	180
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	0	0	110	0	125	240	965	0	0	870	180
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	110	0	125	240	965	0	0	870	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	125	240	965	0	0	870	180
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
FinalVolume:	0	0	0	110	0	125	240	965	0	0	870	180
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.49	0.51
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3542	733
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.17	0.34	0.00	0.00	0.25	0.25
Crit Volume:		0		110			240					350
Crit Moves:				****			****					****

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	1085	235	0	995	0	0	0	0	135	0	280
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	1085	235	0	995	0	0	0	0	135	0	280
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	1085	235	0	995	0	0	0	0	135	0	280
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	1085	235	0	995	0	0	0	0	135	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1085	235	0	995	0	0	0	0	135	0	280
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
FinalVolume:	0	1085	235	0	995	0	0	0	0	135	0	280
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3514	761	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.23	0.00	0.00	0.00	0.00	0.09	0.00	0.20
Crit Volume:		440			0			0				280
Crit Moves:		****			****							****

APL
2025 Alt 6
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	10	25	15	230	30	90	150	580	10	10	590	445
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:	10	25	15	230	30	90	150	580	10	10	590	445
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:	10	25	15	230	30	90	150	580	10	10	590	445
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:	10	25	15	230	30	90	150	580	10	10	590	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	230	30	90	150	580	10	10	590	445
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
FinalVolume:	10	25	15	230	30	90	150	580	10	10	590	445
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.77	0.23	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2831	369	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.08	0.08	0.06	0.09	0.18	0.01	0.01	0.37	0.28
Crit Moves:		****		****			****				****	

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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1085	205	145	850	0	0	0	0	225	0	390
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	1085	205	145	850	0	0	0	0	225	0	390
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	1085	205	145	850	0	0	0	0	225	0	390
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:	0	1085	205	145	850	0	0	0	0	225	0	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1085	205	145	850	0	0	0	0	225	0	390
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1085	205	145	850	0	0	0	0	225	0	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.52	0.48	1.00	3.00	0.00	0.00	0.00	0.00	1.10	0.00	1.90
Final Sat.:	0	4037	763	1600	4800	0	0	0	0	1756	0	3044
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.09	0.18	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****						****		

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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	820	0	0	1020	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	
FinalVolume:	0	0	0	0	0	5	0	820	0	0	1020	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80	
Lanes:	0.00 0.00	0.00		0.00 0.00	1.00		1.00 2.00	0.00		0.00 2.00	1.00	
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.00 0.00	0.00		0.00 0.32	0.00		0.00 0.40	0.00	
Crit Moves:				****			****				****	

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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	0	1 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	615	5	125	0	20	10	20	665	385	140	630	10
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:	615	5	125	0	20	10	20	665	385	140	630	10
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:	615	5	125	0	20	10	20	665	385	140	630	10
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:	615	5	125	0	20	10	20	665	385	140	630	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	5	125	0	20	10	20	665	385	140	630	10
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	
FinalVolume:	615	5	125	0	20	10	20	665	385	140	630	10
OvlAdjVol:			0						75			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00	
Lanes:	1.98 0.02	2.00		0.00 0.67	0.33		1.00 2.00	1.00		2.00 1.97	0.03	
Final Sat.:	3174	26	2880	0	1067	533	1600	3200	1600	2880	3150	50
Capacity Analysis Module:												
Vol/Sat:	0.19 0.19	0.04		0.00 0.02	0.02		0.01 0.21	0.24		0.05 0.20	0.20	
OvlAdjV/S:			0.00						0.05			
Crit Moves:	****				****		****			****		

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MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

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: 176 Level Of Service: D

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	220	260	0	0	260	1020	1025	0	220	0	0	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:	220	260	0	0	260	1020	1025	0	220	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:	220	260	0	0	260	1020	1025	0	220	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	220	260	0	0	260	1020	1025	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	260	0	0	260	1020	1025	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	220	260	0	0	260	1020	1025	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.09	0.00	0.00	0.18	0.72	0.36	0.00	0.00	0.00	0.00	0.00
Crit Volume:	220					1020	0				0	
Crit Moves:	****					****	****					

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MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	78	1054	5	19	616	585	1010	1	129	15	2	51
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:	78	1054	5	19	616	585	1010	1	129	15	2	51
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:	78	1054	5	19	616	585	1010	1	129	15	2	51
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:	78	1054	5	19	616	585	1010	1	129	15	2	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1054	5	19	616	585	1010	1	129	15	2	51
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
FinalVolume:	78	1054	5	19	616	585	1010	1	129	15	2	51
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	2.99	0.01	1.00	1.03	0.97	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4106	19	1375	1410	1340	2750	11	1364	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.01	0.44	0.44	0.37	0.09	0.09	0.01	0.01	0.04
Crit Volume:	78					601	505					51
Crit Moves:	****					****	****					****

APL
2025 Alt 6
PM Peak Hour

Scenario Report

Scenario:	2025 Prop Proj W Ex Ondock Rail PM
Command:	2025 Prop Project W Ext On Dock Rail PM
Volume:	2025 Prop Project W Ext On Dock Rail PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2025 Alt 6
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	595	0	0	155	740	0	0	0	15	270	335	2120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	595	0	0	155	740	0	0	0	15	270	335	2120
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	295	0	0	600	365	0	0	0	0	1270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	295	0	0	600	365	0	0	0	0	1270
#3 Seaside Ave / Navy Way													
Base	660	0	1245	0	0	0	0	2580	950	0	2445	0	7880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	660	0	1245	0	0	0	0	2580	950	0	2445	0	7880
#4 Ferry St / SR 47 Ramps													
Base	0	650	510	5	430	0	0	0	0	470	0	5	2070
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	650	510	5	430	0	0	0	0	470	0	5	2070
#5 Anaheim St / Henry Ford Ave													
Base	350	250	200	225	220	70	100	1285	240	80	1455	195	4670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	350	250	200	225	220	70	100	1285	240	80	1455	195	4670
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	305	35	105	335	50	70	0	15	95	0	395	1415
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	305	35	105	335	50	70	0	15	95	0	395	1415
#7 Alameda Street / Henry Ford Avenue													
Base	0	635	20	10	200	0	135	0	5	20	5	35	1065
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	635	20	10	200	0	135	0	5	20	5	35	1065
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	150	0	220	255	1420	0	0	1200	205	3450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	150	0	220	255	1420	0	0	1200	205	3450
#9 Alameda St / PCH Ramp (O St)													
Base	0	1100	370	0	1005	0	0	0	0	250	0	205	2930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1100	370	0	1005	0	0	0	0	250	0	205	2930

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APL
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	195	20	130	215	960	0	5	715	420	2725
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	195	20	130	215	960	0	5	715	420	2725
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1270	120	225	620	0	0	0	0	105	0	565	2905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1270	120	225	620	0	0	0	0	105	0	565	2905
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1175	0	0	1135	0	2310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1175	0	0	1135	0	2310
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	515	5	360	10	0	10	0	1185	290	170	725	0	3270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	515	5	360	10	0	10	0	1185	290	170	725	0	3270
#14 Ferry St / Terminal Way													
Base	20	210	0	0	225	675	945	0	235	0	0	0	2310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	210	0	0	225	675	945	0	235	0	0	0	2310
#15 Navy Way / Reeves Ave													
Base	28	1045	0	16	429	510	785	0	5	0	2	75	2895
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	1045	0	16	429	510	785	0	5	0	2	75	2895
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 6
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 6
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 6
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 6
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2025 Alt 6
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.348	A	xxxxx	0.348	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.519	A	xxxxx	0.519	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.720	C	xxxxx	0.720	+ 0.000 V/C

APL
2025 Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	595	0	0	155	740	0	0	0	15	270	335
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:	10	595	0	0	155	740	0	0	0	15	270	335
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:	10	595	0	0	155	740	0	0	0	15	270	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	595	0	0	155	740	0	0	0	15	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	595	0	0	155	740	0	0	0	15	270	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	595	0	0	155	740	0	0	0	15	270	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.00	0.05	0.26	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

APL
2025 Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	295	0	0	600	365	0	0	0	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:	0	5	5	295	0	0	600	365	0	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:	0	5	5	295	0	0	600	365	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:	0	5	5	295	0	0	600	365	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	295	0	0	600	365	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
FinalVolume:	0	5	5	295	0	0	600	365	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.21	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2025 Alt 6
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	650	510	5	430	0	0	0	0	470	0	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:	0	650	510	5	430	0	0	0	0	470	0	5
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	650	510	5	430	0	0	0	0	470	0	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:	0	650	510	5	430	0	0	0	0	470	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	650	510	5	430	0	0	0	0	470	0	5
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
FinalVolume:	0	650	510	5	430	0	0	0	0	470	0	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:	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	0.46	0.36	0.00	0.15	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Volume:		650		5				0		238		
Crit Moves:		****		****						****		

APL
2025 Alt 6
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	350	250	200	225	220	70	100	1285	240	80	1455	195
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:	350	250	200	225	220	70	100	1285	240	80	1455	195
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:	350	250	200	225	220	70	100	1285	240	80	1455	195
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:	350	250	200	225	220	70	100	1285	0	80	1455	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	250	200	225	220	70	100	1285	0	80	1455	195
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	350	250	200	225	220	70	100	1285	0	80	1455	195
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:	1.75	1.25	1.00	1.00	2.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2494	1781	1425	1425	3243	1032	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.16	0.07	0.07	0.07	0.45	0.00	0.06	0.51	0.14
Crit Volume:		200		225			100			728		
Crit Moves:		****		****			****			****		

APL
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PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	305	35	105	335	50	70	0	15	95	0	395
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:	10	305	35	105	335	50	70	0	15	95	0	395
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:	10	305	35	105	335	50	70	0	15	95	0	395
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:	10	305	0	105	335	50	70	0	15	95	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	305	0	105	335	50	70	0	15	95	0	395
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
FinalVolume:	10	305	0	105	335	50	70	0	15	95	0	395
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2393	357	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.29
Crit Volume:	10				193		70					395
Crit Moves:	****				****		****					****

APL
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PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	635	20	10	200	0	135	0	5	20	5	35
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	635	20	10	200	0	135	0	5	20	5	35
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	635	20	10	200	0	135	0	5	20	5	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	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	635	20	10	200	0	135	0	5	20	5	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	20	10	200	0	135	0	5	20	5	35
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	635	20	40	200	0	135	0	5	20	5	35
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	1.00	0.44	1.56	0.00	1.00	0.00	1.00	0.33	0.08	0.59
Final Sat.:	0	3000	1500	667	2333	0	1500	0	1500	500	125	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.01	0.01	0.09	0.00	0.09	0.00	0.00	0.04	0.04	0.04
Crit Volume:		318			10		135				60	
Crit Moves:		****			****		****				****	

APL
2025 Alt 6
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	150	0	220	255	1420	0	0	1200	205
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	0	0	150	0	220	255	1420	0	0	1200	205
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	0	0	150	0	220	255	1420	0	0	1200	205
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	150	0	220	255	1420	0	0	1200	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	220	255	1420	0	0	1200	205
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
FinalVolume:	0	0	0	150	0	220	255	1420	0	0	1200	205
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3651	624
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.18	0.50	0.00	0.00	0.33	0.33
Crit Volume:		0		150			255				468	
Crit Moves:				****			****				****	

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PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																			
Base Vol:	0	1100	370	0	1005	0	0	0	0	250	0	205
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	1100	370	0	1005	0	0	0	0	250	0	205
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	1100	370	0	1005	0	0	0	0	250	0	205
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	1100	370	0	1005	0	0	0	0	250	0	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1100	370	0	1005	0	0	0	0	250	0	205
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
FinalVolume:	0	1100	370	0	1005	0	0	0	0	250	0	205
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	2.24	0.76	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3199	1076	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.34	0.34	0.00	0.24	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Crit Volume:		490			0				0		250	
Crit Moves:		****			****						****	

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PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	5	40	20	195	20	130	215	960	0	5	715	420
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:	5	40	20	195	20	130	215	960	0	5	715	420
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:	5	40	20	195	20	130	215	960	0	5	715	420
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:	5	40	20	195	20	130	215	960	0	5	715	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	195	20	130	215	960	0	5	715	420
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
FinalVolume:	5	40	20	195	20	130	215	960	0	5	715	420
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2902	298	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.13	0.30	0.00	0.00	0.45	0.26
Crit Moves:		****		****			****				****	

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1270	120	225	620	0	0	0	0	105	0	565
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	1270	120	225	620	0	0	0	0	105	0	565
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	1270	120	225	620	0	0	0	0	105	0	565
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:	0	1270	120	225	620	0	0	0	0	105	0	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1270	120	225	620	0	0	0	0	105	0	565
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1270	120	225	620	0	0	0	0	105	0	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.74	0.26	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4386	414	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.14	0.13	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1175	0	0	1135	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:	0	0	0	0	0	0	0	1175	0	0	1135	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:	0	0	0	0	0	0	0	1175	0	0	1135	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:	0	0	0	0	0	0	0	1175	0	0	1135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1175	0	0	1135	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
FinalVolume:	0	0	0	0	0	0	0	1175	0	0	1135	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.44	0.00
Crit Moves:								****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	515	5	360	10	0	10	0	1185	290	170	725	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:	515	5	360	10	0	10	0	1185	290	170	725	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:	515	5	360	10	0	10	0	1185	290	170	725	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:	515	5	360	10	0	10	0	1185	290	170	725	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	5	360	10	0	10	0	1185	290	170	725	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
FinalVolume:	515	5	360	10	0	10	0	1185	290	170	725	0
OvlAdjVol:			190						30			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3169	31	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.01	0.00	0.01	0.00	0.37	0.18	0.06	0.23	0.00
OvlAdjV/S:			0.07						0.02			
Crit Moves:	****			****				****		****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	20	210	0	0	225	675	945	0	235	0	0	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:	20	210	0	0	225	675	945	0	235	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:	20	210	0	0	225	675	945	0	235	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	20	210	0	0	225	675	945	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	210	0	0	225	675	945	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	20	210	0	0	225	675	945	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.00	0.00	0.16	0.47	0.33	0.00	0.00	0.00	0.00	0.00
Crit Volume:	20				225		472				0	
Crit Moves:	****				****		****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	28	1045	0	16	429	510	785	0	5	0	2	75
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:	28	1045	0	16	429	510	785	0	5	0	2	75
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:	28	1045	0	16	429	510	785	0	5	0	2	75
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	1045	0	16	429	510	785	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1045	0	16	429	510	785	0	5	0	2	75
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
FinalVolume:	28	1045	0	16	429	510	785	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.00	0.01	0.31	0.37	0.29	0.00	0.00	0.00	0.00	0.05
Crit Volume:	28					510	393					75
Crit Moves:	****					****	****					****

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2027 Alt 6
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Scenario Report

Scenario:	2027 Prop Proj W Ex Ondock Rail AM
Command:	2027 Prop Project W Ext On Dock Rail AM
Volume:	2027 Prop Project W Ext On Dock Rail AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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2027 Alt 6
AM Peak hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	585	0	0	305	915	0	0	0	15	390	360	2575
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	585	0	0	305	915	0	0	0	15	390	360	2575
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	320	0	0	590	310	0	0	0	0	1220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	320	0	0	590	310	0	0	0	0	1220
#3 Seaside Ave / Navy Way													
Base	485	0	1180	0	0	0	0	2390	1155	0	2470	0	7680
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	485	0	1180	0	0	0	0	2390	1155	0	2470	0	7680
#4 Ferry St / SR 47 Ramps													
Base	0	415	605	30	445	0	0	0	0	705	0	5	2205
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	415	605	30	445	0	0	0	0	705	0	5	2205
#5 Anaheim St / Henry Ford Ave													
Base	330	65	80	70	125	60	90	1000	340	25	1265	70	3520
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	330	65	80	70	125	60	90	1000	340	25	1265	70	3520
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	135	300	135	135	515	15	55	0	170	85	5	140	1690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	300	135	135	515	15	55	0	170	85	5	140	1690
#7 Alameda Street / Henry Ford Avenue													
Base	5	435	5	5	495	0	190	0	35	0	0	10	1180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	435	5	5	495	0	190	0	35	0	0	10	1180
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	125	0	155	225	1095	0	0	990	140	2730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	155	225	1095	0	0	990	140	2730
#9 Alameda St / PCH Ramp (O St)													
Base	0	815	280	0	935	0	0	0	0	175	0	185	2390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	815	280	0	935	0	0	0	0	175	0	185	2390

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	325	35	130	135	690	5	10	710	335	2410
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	325	35	130	135	690	5	10	710	335	2410
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	790	135	355	1160	0	0	0	0	110	0	385	2935
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	790	135	355	1160	0	0	0	0	110	0	385	2935
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	1020	0	0	1050	0	2075
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	1020	0	0	1050	0	2075
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	265	35	285	5	15	10	30	640	360	180	1100	5	2930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	265	35	285	5	15	10	30	640	360	180	1100	5	2930
#14 Ferry St / Terminal Way													
Base	190	205	0	0	250	900	795	0	120	0	0	0	2460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	205	0	0	250	900	795	0	120	0	0	0	2460
#15 Navy Way / Reeves Ave													
Base	136	827	50	28	568	560	820	4	381	10	4	18	3406
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	136	827	50	28	568	560	820	4	381	10	4	18	3406
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
AM Peak hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
AM Peak hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
AM Peak hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
AM Peak hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
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 Ocean Blvd / Terminal Island F	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.305	A	xxxxx	0.305	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.386	A	xxxxx	0.386	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
# 14 Ferry St / Terminal Way	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000 V/C

APL
2027 Alt 6
AM Peak hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	585	0	0	305	915	0	0	0	15	390	360
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:	5	585	0	0	305	915	0	0	0	15	390	360
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:	5	585	0	0	305	915	0	0	0	15	390	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	585	0	0	305	915	0	0	0	15	390	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	585	0	0	305	915	0	0	0	15	390	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	585	0	0	305	915	0	0	0	15	390	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.10	0.32	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

APL
2027 Alt 6
AM Peak hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	320	0	0	590	310	0	0	0	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:	0	0	0	320	0	0	590	310	0	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:	0	0	0	320	0	0	590	310	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:	0	0	0	320	0	0	590	310	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	0	590	310	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
FinalVolume:	0	0	0	320	0	0	590	310	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.20	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

APL
2027 Alt 6
AM Peak hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	415	605	30	445	0	0	0	0	705	0	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:	0	415	605	30	445	0	0	0	0	705	0	5
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	415	605	30	445	0	0	0	0	705	0	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:	0	415	605	30	445	0	0	0	0	705	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	415	605	30	445	0	0	0	0	705	0	5
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
FinalVolume:	0	415	605	30	445	0	0	0	0	705	0	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:	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	2830	0	20
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.42	0.02	0.16	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Crit Volume:		415		30					0	355		
Crit Moves:		****		****						****		

APL
2027 Alt 6
AM Peak hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	330	65	80	70	125	60	90	1000	340	25	1265	70
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:	330	65	80	70	125	60	90	1000	340	25	1265	70
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:	330	65	80	70	125	60	90	1000	340	25	1265	70
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:	330	65	80	70	125	60	90	1000	0	25	1265	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	65	80	70	125	60	90	1000	0	25	1265	70
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	330	65	80	70	125	60	90	1000	0	25	1265	70
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	1.00	1.00	1.00	2.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	2889	1386	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.05	0.06	0.05	0.04	0.04	0.06	0.35	0.00	0.02	0.44	0.05
Crit Volume:	165			70			90			633		
Crit Moves:	****			****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	135	300	135	135	515	15	55	0	170	85	5	140
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:	135	300	135	135	515	15	55	0	170	85	5	140
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:	135	300	135	135	515	15	55	0	170	85	5	140
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:	135	300	0	135	515	15	55	0	170	85	5	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	300	0	135	515	15	55	0	170	85	5	140
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
FinalVolume:	135	300	0	135	515	15	55	0	170	85	5	140
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.94	0.06	1.00
Final Sat.:	1375	2750	1375	2750	2672	78	1375	0	1375	1299	76	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.00	0.05	0.19	0.19	0.04	0.00	0.12	0.07	0.07	0.10
Crit Volume:	135				265				170		90	
Crit Moves:	****				****				****		****	

APL
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AM Peak hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	5	435	5	5	495	0	190	0	35	0	0	10
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:	5	435	5	5	495	0	190	0	35	0	0	10
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:	5	435	5	5	495	0	190	0	35	0	0	10
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:	5	435	5	5	495	0	190	0	35	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	435	5	5	495	0	190	0	35	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	435	5	10	495	0	190	0	35	0	0	10
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:	0.05	1.95	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	69	2931	1500	61	2939	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.08	0.17	0.00	0.13	0.00	0.02	0.00	0.00	0.01
Crit Volume:	5				253		190					10
Crit Moves:	****				****		****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	125	0	155	225	1095	0	0	990	140
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	0	0	125	0	155	225	1095	0	0	990	140
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	0	0	125	0	155	225	1095	0	0	990	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	155	225	1095	0	0	990	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	155	225	1095	0	0	990	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	155	225	1095	0	0	990	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.63	0.37
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3745	530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.16	0.38	0.00	0.00	0.26	0.26
Crit Volume:		0			125			225			377	
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	815	280	0	935	0	0	0	0	175	0	185
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	815	280	0	935	0	0	0	0	175	0	185
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	815	280	0	935	0	0	0	0	175	0	185
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	815	280	0	935	0	0	0	0	175	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	815	280	0	935	0	0	0	0	175	0	185
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
FinalVolume:	0	815	280	0	935	0	0	0	0	175	0	185
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	2.23	0.77	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3182	1093	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.22	0.00	0.00	0.00	0.00	0.12	0.00	0.13
Crit Volume:			365		0			0				185
Crit Moves:		****	****									****

APL
2027 Alt 6
AM Peak hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	25	5	325	35	130	135	690	5	10	710	335
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:	5	25	5	325	35	130	135	690	5	10	710	335
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:	5	25	5	325	35	130	135	690	5	10	710	335
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:	5	25	5	325	35	130	135	690	5	10	710	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	325	35	130	135	690	5	10	710	335
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
FinalVolume:	5	25	5	325	35	130	135	690	5	10	710	335
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2889	311	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.11	0.11	0.08	0.08	0.22	0.00	0.01	0.44	0.21
Crit Moves:		****		****			****				****	

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	790	135	355	1160	0	0	0	0	110	0	385
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	790	135	355	1160	0	0	0	0	110	0	385
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	790	135	355	1160	0	0	0	0	110	0	385
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:	0	790	135	355	1160	0	0	0	0	110	0	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	790	135	355	1160	0	0	0	0	110	0	385
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	790	135	355	1160	0	0	0	0	110	0	385
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.56	0.44	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4099	701	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.22	0.24	0.00	0.00	0.00	0.00	0.07	0.00	0.12
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	1020	0	0	1050	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:	0	0	0	0	0	0	5	1020	0	0	1050	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:	0	0	0	0	0	0	5	1020	0	0	1050	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:	0	0	0	0	0	0	5	1020	0	0	1050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	1020	0	0	1050	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
FinalVolume:	0	0	0	0	0	0	5	1020	0	0	1050	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.41	0.00
Crit Moves:							****				****	

APL
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	265	35	285	5	15	10	30	640	360	180	1100	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:	265	35	285	5	15	10	30	640	360	180	1100	5
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:	265	35	285	5	15	10	30	640	360	180	1100	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:	265	35	285	5	15	10	30	640	360	180	1100	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	35	285	5	15	10	30	640	360	180	1100	5
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
FinalVolume:	265	35	285	5	15	10	30	640	360	180	1100	5
OvlAdjVol:			105						210			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.77	0.23	2.00	0.17	0.50	0.33	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2827	373	2880	267	800	533	1600	3200	1600	2880	3186	14
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.10	0.02	0.02	0.02	0.02	0.20	0.23	0.06	0.35	0.35
OvlAdjV/S:			0.04						0.13			
Crit Moves:	****					****	****				****	

APL
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AM Peak hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	190	205	0	0	250	900	795	0	120	0	0	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:	190	205	0	0	250	900	795	0	120	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:	190	205	0	0	250	900	795	0	120	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	190	205	0	0	250	900	795	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	205	0	0	250	900	795	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	190	205	0	0	250	900	795	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.00	0.00	0.18	0.63	0.28	0.00	0.00	0.00	0.00	0.00
Crit Volume:	190					900	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

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:	125	Level Of Service:	D

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	136	827	50	28	568	560	820	4	381	10	4	18
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:	136	827	50	28	568	560	820	4	381	10	4	18
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:	136	827	50	28	568	560	820	4	381	10	4	18
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:	136	827	50	28	568	560	820	4	381	10	4	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	827	50	28	568	560	820	4	381	10	4	18
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
FinalVolume:	136	827	50	28	568	560	820	4	381	10	4	18
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	2.83	0.17	1.00	1.01	0.99	2.00	0.01	0.99	0.71	0.29	1.00
Final Sat.:	1375	3890	235	1375	1385	1365	2750	14	1361	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.02	0.41	0.41	0.30	0.28	0.28	0.01	0.01	0.01
Crit Volume:	136					564	410				14	
Crit Moves:	****					****	****				****	

APL
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MD Peak Hour

Scenario Report

Scenario:	2027 Prop Proj W Ex Ondock Rail MD
Command:	2027 Prop Project W Ext On Dock Rail MD
Volume:	2027 Prop Project W Ext On Dock Rail MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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MD Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	655	0	0	425	705	0	0	0	10	215	335	2350
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	655	0	0	425	705	0	0	0	10	215	335	2350
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	435	5	0	655	295	0	0	0	0	1395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	435	5	0	655	295	0	0	0	0	1395
#3 Seaside Ave / Navy Way													
Base	730	0	1465	0	0	0	0	1895	1250	0	1770	0	7110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	730	0	1465	0	0	0	0	1895	1250	0	1770	0	7110
#4 Ferry St / SR 47 Ramps													
Base	0	590	765	5	340	0	0	0	0	985	0	5	2690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	590	765	5	340	0	0	0	0	985	0	5	2690
#5 Anaheim St / Henry Ford Ave													
Base	265	180	85	160	245	110	135	1095	255	80	1120	140	3870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	265	180	85	160	245	110	135	1095	255	80	1120	140	3870
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	50	10	30	5	15	195	35	135	75	240	210	1000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	50	10	30	5	15	195	35	135	75	240	210	1000
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	115	0	125	250	995	0	0	915	185	2585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	115	0	125	250	995	0	0	915	185	2585
#9 Alameda St / PCH Ramp (O St)													
Base	0	1145	240	0	1035	0	0	0	0	155	0	280	2855
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1145	240	0	1035	0	0	0	0	155	0	280	2855

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	250	30	95	150	610	10	10	615	450	2270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	250	30	95	150	610	10	10	615	450	2270
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1130	225	155	890	0	0	0	0	235	0	395	3030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1130	225	155	890	0	0	0	0	235	0	395	3030
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	875	0	0	1055	0	1935
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	875	0	0	1055	0	1935
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	620	5	125	0	20	10	20	700	385	140	665	10	2700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	620	5	125	0	20	10	20	700	385	140	665	10	2700
#14 Ferry St / Terminal Way													
Base	205	265	0	0	260	1065	1090	0	170	0	0	0	3055
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	205	265	0	0	260	1065	1090	0	170	0	0	0	3055
#15 Navy Way / Reeves Ave													
Base	73	1095	5	8	648	595	1050	1	119	15	2	50	3661
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	73	1095	5	8	648	595	1050	1	119	15	2	50	3661
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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MD Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
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MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000 V/C
# 14 Ferry St / Terminal Way	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	E	xxxxx	0.917	E	xxxxx	0.917	+ 0.000 V/C

APL
2027 Alt 6
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	655	0	0	425	705	0	0	0	10	215	335
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:	5	655	0	0	425	705	0	0	0	10	215	335
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:	5	655	0	0	425	705	0	0	0	10	215	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	655	0	0	425	705	0	0	0	10	215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	655	0	0	425	705	0	0	0	10	215	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	655	0	0	425	705	0	0	0	10	215	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.13	0.24	0.00	0.00	0.00	0.01	0.07	0.00
Crit Moves:	****					****					****	

APL
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MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	435	5	0	655	295	0	0	0	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:	0	5	0	435	5	0	655	295	0	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:	0	5	0	435	5	0	655	295	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:	0	5	0	435	5	0	655	295	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	435	5	0	655	295	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
FinalVolume:	0	5	0	435	5	0	655	295	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3164	36	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.23	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

APL
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MD Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Protected				Protected					
Rights:	Ovl				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	590	765		5	340	0		0	0	0		985	0	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:	0	590	765		5	340	0		0	0	0		985	0	5					
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	590	765		5	340	0		0	0	0		985	0	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:	0	590	765		5	340	0		0	0	0		985	0	5					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	0	590	765		5	340	0		0	0	0		985	0	5					
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					
FinalVolume:	0	590	765		5	340	0		0	0	0		985	0	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:	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		2836	0	14					
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.41	0.54		0.00	0.12	0.00		0.00	0.00	0.00		0.35	0.00	0.35					
Crit Volume:		590				5					0			495						
Crit Moves:		****				****								****						

APL
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MD Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Henry Ford Ave								Anaheim St									
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	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:	265	180	85		160	245	110		135	1095	255		80	1120	140					
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:	265	180	85		160	245	110		135	1095	255		80	1120	140					
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:	265	180	85		160	245	110		135	1095	255		80	1120	140					
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:	265	180	85		160	245	110		135	1095	0		80	1120	140					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	265	180	85		160	245	110		135	1095	0		80	1120	140					
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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00					
FinalVolume:	265	180	85		160	245	110		135	1095	0		80	1120	140					
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.79	1.21	1.00		1.00	2.07	0.93		1.00	2.00	1.00		1.00	2.00	1.00					
Final Sat.:	2546	1729	1425		1425	2950	1325		1425	2850	1425		1425	2850	1425					
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.10	0.06		0.11	0.08	0.08		0.09	0.38	0.00		0.06	0.39	0.10					
Crit Volume:		148				160				135				560						
Crit Moves:		****				****				****				****						

APL
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MD Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	50	10	30	5	15	195	35	135	75	240	210
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	50	10	30	5	15	195	35	135	75	240	210
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	50	10	30	5	15	195	35	135	75	240	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	50	0	30	5	15	195	35	135	75	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	0	30	5	15	195	35	135	75	240	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	50	0	30	5	15	195	35	135	75	240	210
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	2.00	1.00	2.00	1.00	1.00	1.00	0.21	0.79	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	283	1092	327	1048	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.00	0.01	0.14	0.12	0.12	0.23	0.23	0.15
Crit Volume:		25		15			195			315		
Crit Moves:		****		****			****			****		

APL
2027 Alt 6
MD Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.267
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95			25		
Crit Moves:		****		****			****			****		

APL
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MD Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	115	0	125	250	995	0	0	915	185
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	0	0	115	0	125	250	995	0	0	915	185
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	0	0	115	0	125	250	995	0	0	915	185
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	115	0	125	250	995	0	0	915	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	125	250	995	0	0	915	185
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
FinalVolume:	0	0	0	115	0	125	250	995	0	0	915	185
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3556	719
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.18	0.35	0.00	0.00	0.26	0.26
Crit Volume:		0			115			250				367
Crit Moves:				****			****					****

APL
2027 Alt 6
MD Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	1145	240	0	1035	0	0	0	0	0	155	0	280
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
Initial Bse:	0	1145	240	0	1035	0	0	0	0	0	155	0	280
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:	0	1145	240	0	1035	0	0	0	0	0	155	0	280
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:	0	1145	240	0	1035	0	0	0	0	0	155	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1145	240	0	1035	0	0	0	0	0	155	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1145	240	0	1035	0	0	0	0	0	155	0	280
Saturation Flow Module:																				
Sat/Lane:	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
Lanes:	0.00	2.48	0.52	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3534	741	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.32	0.32	0.00	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.20
Crit Volume:			462		0			0				280
Crit Moves:		****	****									****

APL
2027 Alt 6
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	10	25	15	250	30	95	150	610	10	10	615	450
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:	10	25	15	250	30	95	150	610	10	10	615	450
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:	10	25	15	250	30	95	150	610	10	10	615	450
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:	10	25	15	250	30	95	150	610	10	10	615	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	250	30	95	150	610	10	10	615	450
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
FinalVolume:	10	25	15	250	30	95	150	610	10	10	615	450
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.79	0.21	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2857	343	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.09	0.09	0.06	0.09	0.19	0.01	0.01	0.38	0.28
Crit Moves:		****		****			****				****	

APL
2027 Alt 6
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1130	225	155	890	0	0	0	0	235	0	395
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	1130	225	155	890	0	0	0	0	235	0	395
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	1130	225	155	890	0	0	0	0	235	0	395
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:	0	1130	225	155	890	0	0	0	0	235	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1130	225	155	890	0	0	0	0	235	0	395
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1130	225	155	890	0	0	0	0	235	0	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.50	0.50	1.00	3.00	0.00	0.00	0.00	0.00	1.12	0.00	1.88
Final Sat.:	0	4003	797	1600	4800	0	0	0	0	1790	0	3010
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.10	0.19	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****						****		

APL
2027 Alt 6
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	875	0	0	1055	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
FinalVolume:	0	0	0	0	0	5	0	875	0	0	1055	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.41	0.00
Crit Moves:				****			****				****	

APL
2027 Alt 6
MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	620	5	125	0	20	10	20	700	385	140	665	10
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:	620	5	125	0	20	10	20	700	385	140	665	10
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:	620	5	125	0	20	10	20	700	385	140	665	10
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:	620	5	125	0	20	10	20	700	385	140	665	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	5	125	0	20	10	20	700	385	140	665	10
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
FinalVolume:	620	5	125	0	20	10	20	700	385	140	665	10
OvlAdjVol:			0						73			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.67	0.33	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	3174	26	2880	0	1067	533	1600	3200	1600	2880	3153	47
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.04	0.00	0.02	0.02	0.01	0.22	0.24	0.05	0.21	0.21
OvlAdjV/S:			0.00						0.05			
Crit Moves:	****					****		****		****		

APL
2027 Alt 6
MD Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	205	265	0	0	260	1065	1090	0	170	0	0	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:	205	265	0	0	260	1065	1090	0	170	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:	205	265	0	0	260	1065	1090	0	170	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	265	0	0	260	1065	1090	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	265	0	0	260	1065	1090	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	265	0	0	260	1065	1090	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.00	0.00	0.18	0.75	0.38	0.00	0.00	0.00	0.00	0.00
Crit Volume:	205					1065	0				0	
Crit Moves:	****					****	****					

APL
2027 Alt 6
MD Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	73	1095	5	8	648	595	1050	1	119	15	2	50
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:	73	1095	5	8	648	595	1050	1	119	15	2	50
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:	73	1095	5	8	648	595	1050	1	119	15	2	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:	73	1095	5	8	648	595	1050	1	119	15	2	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1095	5	8	648	595	1050	1	119	15	2	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
FinalVolume:	73	1095	5	8	648	595	1050	1	119	15	2	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:	1.00	2.99	0.01	1.00	1.04	0.96	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4106	19	1375	1434	1316	2750	11	1364	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.01	0.45	0.45	0.38	0.09	0.09	0.01	0.01	0.04
Crit Volume:	73					622	525					50
Crit Moves:	****					****	****					****

APL
2027 Alt 6
PM Peak Hour

Scenario Report

Scenario:	2027 Prop Proj W Ex Ondock Rail PM
Command:	2027 Prop Project W Ext On Dock Rail PM
Volume:	2027 Prop Project W Ext On Dock Rail PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

APL
2027 Alt 6
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	605	0	0	165	760	0	0	0	15	285	360	2200
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	605	0	0	165	760	0	0	0	15	285	360	2200
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	305	0	0	610	365	0	0	0	0	1290
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	305	0	0	610	365	0	0	0	0	1290
#3 Seaside Ave / Navy Way													
Base	670	0	1320	0	0	0	0	2600	980	0	2465	0	8035
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	670	0	1320	0	0	0	0	2600	980	0	2465	0	8035
#4 Ferry St / SR 47 Ramps													
Base	0	680	475	5	440	0	0	0	0	490	0	5	2095
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	680	475	5	440	0	0	0	0	490	0	5	2095
#5 Anaheim St / Henry Ford Ave													
Base	335	275	230	315	285	80	95	1270	220	95	1490	230	4920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	335	275	230	315	285	80	95	1270	220	95	1490	230	4920
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	320	35	110	335	50	70	0	10	90	0	430	1460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	320	35	110	335	50	70	0	10	90	0	430	1460
#7 Alameda Street / Henry Ford Avenue													
Base	0	605	20	10	195	0	210	0	25	20	5	35	1125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	605	20	10	195	0	210	0	25	20	5	35	1125
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	155	0	240	260	1475	0	0	1275	200	3605
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	155	0	240	260	1475	0	0	1275	200	3605
#9 Alameda St / PCH Ramp (O St)													
Base	0	1130	395	0	1035	0	0	0	0	240	0	220	3020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1130	395	0	1035	0	0	0	0	240	0	220	3020

APL
2027 Alt 6
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	190	20	135	220	990	0	5	750	405	2780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	190	20	135	220	990	0	5	750	405	2780
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1325	110	235	650	0	0	0	0	100	0	565	2985
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1325	110	235	650	0	0	0	0	100	0	565	2985
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1205	0	0	1160	0	2365
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1205	0	0	1160	0	2365
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	515	5	380	10	0	10	0	1200	305	195	765	0	3385
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	515	5	380	10	0	10	0	1200	305	195	765	0	3385
#14 Ferry St / Terminal Way													
Base	60	215	0	0	230	700	940	0	235	0	0	0	2380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	215	0	0	230	700	940	0	235	0	0	0	2380
#15 Navy Way / Reeves Ave													
Base	28	1105	0	16	444	520	810	0	5	0	2	75	3005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	1105	0	16	444	520	810	0	5	0	2	75	3005
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

APL
2027 Alt 6
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 Ocean Blvd / Terminal Island F	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.410	A	xxxxx	0.410	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	E	xxxxx	0.972	E	xxxxx	0.972	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.872	D	xxxxx	0.872	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000 V/C

APL
2027 Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	605	0	0	165	760	0	0	0	15	285	360
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:	10	605	0	0	165	760	0	0	0	15	285	360
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:	10	605	0	0	165	760	0	0	0	15	285	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	605	0	0	165	760	0	0	0	15	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	605	0	0	165	760	0	0	0	15	285	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	605	0	0	165	760	0	0	0	15	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.00	0.05	0.26	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

APL
2027 Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	305	0	0	610	365	0	0	0	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:	0	5	5	305	0	0	610	365	0	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:	0	5	5	305	0	0	610	365	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:	0	5	5	305	0	0	610	365	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	305	0	0	610	365	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
FinalVolume:	0	5	5	305	0	0	610	365	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.21	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

APL
2027 Alt 6
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	680	475	5	440	0	0	0	0	490	0	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:	0	680	475	5	440	0	0	0	0	490	0	5
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	680	475	5	440	0	0	0	0	490	0	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:	0	680	475	5	440	0	0	0	0	490	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	680	475	5	440	0	0	0	0	490	0	5
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
FinalVolume:	0	680	475	5	440	0	0	0	0	490	0	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:	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	2821	0	29
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.33	0.00	0.15	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Volume:		680			5			0		248		
Crit Moves:		****			****					****		

APL
2027 Alt 6
PM Peak Hour

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Henry Ford Ave									Anaheim St		
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	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:	335	275	230	315	285	80	95	1270	220	95	1490	230
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:	335	275	230	315	285	80	95	1270	220	95	1490	230
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:	335	275	230	315	285	80	95	1270	220	95	1490	230
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:	335	275	230	315	285	80	95	1270	0	95	1490	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	275	230	315	285	80	95	1270	0	95	1490	230
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	335	275	230	315	285	80	95	1270	0	95	1490	230
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:	1.65	1.35	1.00	1.00	2.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2348	1927	1425	1425	3338	937	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.16	0.22	0.09	0.09	0.07	0.45	0.00	0.07	0.52	0.16
Crit Volume:			230	315			95			745		
Crit Moves:			****	****			****			****		

APL
2027 Alt 6
PM Peak Hour

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	320	35	110	335	50	70	0	10	90	0	430
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:	10	320	35	110	335	50	70	0	10	90	0	430
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:	10	320	35	110	335	50	70	0	10	90	0	430
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:	10	320	0	110	335	50	70	0	10	90	0	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	320	0	110	335	50	70	0	10	90	0	430
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
FinalVolume:	10	320	0	110	335	50	70	0	10	90	0	430
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2393	357	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.31
Crit Volume:		160		0			70					430
Crit Moves:		****		****			****					****

APL
2027 Alt 6
PM Peak Hour

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	605	20	10	195	0	210	0	25	20	5	35
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	605	20	10	195	0	210	0	25	20	5	35
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	605	20	10	195	0	210	0	25	20	5	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	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	605	20	10	195	0	210	0	25	20	5	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	605	20	10	195	0	210	0	25	20	5	35
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	605	20	40	195	0	210	0	25	20	5	35
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	1.00	0.46	1.54	0.00	1.00	0.00	1.00	0.33	0.08	0.59
Final Sat.:	0	3000	1500	686	2314	0	1500	0	1500	500	125	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.01	0.01	0.08	0.00	0.14	0.00	0.02	0.04	0.04	0.04
Crit Volume:		303		10			210				60	
Crit Moves:		****		****			****				****	

APL
2027 Alt 6
PM Peak Hour

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	155	0	240	260	1475	0	0	1275	200
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	0	0	155	0	240	260	1475	0	0	1275	200
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	0	0	155	0	240	260	1475	0	0	1275	200
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	155	0	240	260	1475	0	0	1275	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	240	260	1475	0	0	1275	200
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
FinalVolume:	0	0	0	155	0	240	260	1475	0	0	1275	200
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.59	0.41
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3695	580
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.18	0.52	0.00	0.00	0.35	0.35
Crit Volume:		0		155			260				492	
Crit Moves:				****			****				****	

APL
2027 Alt 6
PM Peak Hour

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

Intersection #9 Alameda St / PCH Ramp (O 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:	48	Level Of Service:	A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1130	395	0	1035	0	0	0	0	240	0	220
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	1130	395	0	1035	0	0	0	0	240	0	220
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	1130	395	0	1035	0	0	0	0	240	0	220
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	1130	395	0	1035	0	0	0	0	240	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1130	395	0	1035	0	0	0	0	240	0	220
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
FinalVolume:	0	1130	395	0	1035	0	0	0	0	240	0	220
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	2.22	0.78	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3168	1107	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.00	0.24	0.00	0.00	0.00	0.00	0.17	0.00	0.15
Crit Volume:			508		0				0		240	
Crit Moves:			****	****							****	

APL
2027 Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1	0 0 1	1	0	2 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	5	40	20	190	20	135	220	990	0	5	750	405
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:	5	40	20	190	20	135	220	990	0	5	750	405
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:	5	40	20	190	20	135	220	990	0	5	750	405
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:	5	40	20	190	20	135	220	990	0	5	750	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	190	20	135	220	990	0	5	750	405
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
FinalVolume:	5	40	20	190	20	135	220	990	0	5	750	405
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2895	305	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.14	0.31	0.00	0.00	0.47	0.25
Crit Moves:		****		****			****				****	

APL
2027 Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1325	110	235	650	0	0	0	0	100	0	565
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	1325	110	235	650	0	0	0	0	100	0	565
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	1325	110	235	650	0	0	0	0	100	0	565
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:	0	1325	110	235	650	0	0	0	0	100	0	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1325	110	235	650	0	0	0	0	100	0	565
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1325	110	235	650	0	0	0	0	100	0	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.77	0.23	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4432	368	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.15	0.14	0.00	0.00	0.00	0.00	0.06	0.00	0.18
Crit Moves:		****		****								****

APL
2027 Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1205	0	0	1160	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:	0	0	0	0	0	0	0	1205	0	0	1160	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:	0	0	0	0	0	0	0	1205	0	0	1160	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:	0	0	0	0	0	0	0	1205	0	0	1160	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1205	0	0	1160	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
FinalVolume:	0	0	0	0	0	0	0	1205	0	0	1160	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.45	0.00
Crit Moves:								****			****	

APL
2027 Alt 6
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	515	5	380	10	0	10	0	1200	305	195	765	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:	515	5	380	10	0	10	0	1200	305	195	765	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:	515	5	380	10	0	10	0	1200	305	195	765	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:	515	5	380	10	0	10	0	1200	305	195	765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	5	380	10	0	10	0	1200	305	195	765	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
FinalVolume:	515	5	380	10	0	10	0	1200	305	195	765	0
OvlAdjVol:			185						45			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3169	31	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.01	0.00	0.01	0.00	0.38	0.19	0.07	0.24	0.00
OvlAdjV/S:			0.06						0.03			
Crit Moves:	****			****				****			****	

APL
2027 Alt 6
PM Peak Hour

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	60	215	0	0	230	700	940	0	235	0	0	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:	60	215	0	0	230	700	940	0	235	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:	60	215	0	0	230	700	940	0	235	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	60	215	0	0	230	700	940	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	215	0	0	230	700	940	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	60	215	0	0	230	700	940	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.00	0.00	0.16	0.49	0.33	0.00	0.00	0.00	0.00	0.00
Crit Volume:	60				230		470				0	
Crit Moves:	****				****		****					

APL
2027 Alt 6
PM Peak Hour

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	28	1105	0	16	444	520	810	0	5	0	2	75
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:	28	1105	0	16	444	520	810	0	5	0	2	75
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:	28	1105	0	16	444	520	810	0	5	0	2	75
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	1105	0	16	444	520	810	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1105	0	16	444	520	810	0	5	0	2	75
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
FinalVolume:	28	1105	0	16	444	520	810	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.01	0.32	0.38	0.29	0.00	0.00	0.00	0.00	0.05
Crit Volume:	28					520	405					75
Crit Moves:	****					****	****					****

Scenario Report

Scenario:	2012 CEQA Base AM Peak
Command:	2012 CEQA Base AM Peak
Volume:	2012 CEQA Base AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	165	0	0	130	655	0	0	0	5	270	135	1365
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	165	0	0	130	655	0	0	0	5	270	135	1365
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	135	0	0	170	300	0	0	0	0	605
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	135	0	0	170	300	0	0	0	0	605
#3 Seaside Ave / Navy Way													
Base	30	0	360	0	0	0	0	1910	665	0	1970	0	4935
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	0	360	0	0	0	0	1910	665	0	1970	0	4935
#4 Ferry St / SR 47 Ramps													
Base	0	130	215	10	390	0	0	0	0	205	0	5	955
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	130	215	10	390	0	0	0	0	205	0	5	955
#5 Anaheim St / Henry Ford Ave													
Base	55	20	40	90	135	30	70	860	275	45	865	110	2595
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	20	40	90	135	30	70	860	275	45	865	110	2595
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	120	50	75	195	290	30	50	0	130	10	5	20	975
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	50	75	195	290	30	50	0	130	10	5	20	975
#7 Alameda Street / Henry Ford Avenue													
Base	0	370	5	5	365	0	90	0	5	0	0	10	850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	370	5	5	365	0	90	0	5	0	0	10	850
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	285	0	375	240	880	0	0	885	155	2820
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	285	0	375	240	880	0	0	885	155	2820
#9 Alameda St / PCH Ramp (O St)													
Base	0	315	395	265	575	0	0	0	0	120	0	280	1950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	315	395	265	575	0	0	0	0	120	0	280	1950
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	220	35	170	155	495	5	10	535	200	1860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	220	35	170	155	495	5	10	535	200	1860

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	535	65	360	930	0	0	0	0	40	0	340	2270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	535	65	360	930	0	0	0	0	40	0	340	2270
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	725	0	0	735	0	1465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	725	0	0	735	0	1465
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	70	30	140	0	20	5	35	485	310	185	705	10	1995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	30	140	0	20	5	35	485	310	185	705	10	1995
#14 Ferry St / Terminal Way													
Base	60	90	0	0	195	400	230	0	50	0	0	25	1050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	90	0	0	195	400	230	0	50	0	0	25	1050
#15 Navy Way / Reeves Ave													
Base	5	210	10	85	215	360	160	5	10	0	5	20	1085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	210	10	85	215	360	160	5	10	0	5	20	1085
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.236	A	xxxxx	0.236	+ 0.000
# 3 Seaside Ave / Navy Way	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.211	A	xxxxx	0.211	+ 0.000
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.309	A	xxxxx	0.309	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.192	A	xxxxx	0.192	+ 0.000
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.411	A	xxxxx	0.411	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000
# 15 Navy Way / Reeves Ave	A	xxxxx	0.327	A	xxxxx	0.327	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465	
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	39	Level Of Service:	A	

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	5	165	0	0	130	655	0	0	0	5	270	135
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:	5	165	0	0	130	655	0	0	0	5	270	135
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:	5	165	0	0	130	655	0	0	0	5	270	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	165	0	0	130	655	0	0	0	5	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	165	0	0	130	655	0	0	0	5	270	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	165	0	0	130	655	0	0	0	5	270	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.00	0.04	0.23	0.00	0.00	0.00	0.00	0.08	0.00
Crit Moves:	****					****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.236
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	135	0	0	170	300	0	0	0	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:	0	0	0	135	0	0	170	300	0	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:	0	0	0	135	0	0	170	300	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:	0	0	0	135	0	0	170	300	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	0	0	170	300	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	
FinalVolume:	0	0	0	135	0	0	170	300	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 2.00	1.00		2.00 0.00	0.00		2.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0 3200	1600		3200	0	0	2880 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.04 0.00	0.00		0.06 0.09	0.00		0.00 0.00	0.00	
Crit Moves:				****			****					

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

Intersection #3 Seaside Ave / Navy Way

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:	180	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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:	30	0	360	0	0	0	0	1910	665	0	1970	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:	30	0	360	0	0	0	0	1910	665	0	1970	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:	30	0	360	0	0	0	0	1910	665	0	1970	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:	30	0	0	0	0	0	0	1910	665	0	1970	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	0	0	0	0	0	1910	665	0	1970	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	
FinalVolume:	30	0	0	0	0	0	0	1910	665	0	1970	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:	0.01 0.00	0.00		0.00 0.00	0.00		0.00 0.45	0.47		0.00 0.46	0.00	
Crit Volume:	15			0			637			657		
Crit Moves:	****									****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.211
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	130	215	10	390	0	0	0	0	205	0	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:	0	130	215	10	390	0	0	0	0	205	0	5
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	130	215	10	390	0	0	0	0	205	0	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:	0	130	215	10	390	0	0	0	0	205	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	130	215	10	390	0	0	0	0	205	0	5
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	
FinalVolume:	0	130	215	10	390	0	0	0	0	205	0	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:	0.00 1.00	1.00		1.00 2.00	0.00		0.00 0.00	0.00		1.95 0.00	0.05	
Final Sat.:	0 1425	1425		1425 2850	0		0 0	0		2782 0	68	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.09	0.15		0.01 0.14	0.00		0.00 0.00	0.00		0.07 0.00	0.07	
Crit Volume:	0			195				0		105		
Crit Moves:	****			****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	55	20	40	90	135	30	70	860	275	45	865	110
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:	55	20	40	90	135	30	70	860	275	45	865	110
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:	55	20	40	90	135	30	70	860	275	45	865	110
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:	55	20	40	90	135	30	70	860	0	45	865	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	20	40	90	135	30	70	860	0	45	865	110
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:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00	
FinalVolume:	55	20	40	90	135	30	70	860	0	45	865	110
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 1.00	1.00		1.00 2.45	0.55		1.00 2.00	1.00		1.00 2.00	1.00	
Final Sat.:	2850 1425	1425		1425 3498	777		1425 2850	1425		1425 2850	1425	
Capacity Analysis Module:												
Vol/Sat:	0.02 0.01	0.03		0.06 0.04	0.04		0.05 0.30	0.00		0.03 0.30	0.08	
Crit Volume:		40		90			70			433		
Crit Moves:		****		****			****			****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.309
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	2	0 1	1 0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	120	50	75	195	290	30	50	0	130	10	5	20
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:	120	50	75	195	290	30	50	0	130	10	5	20
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:	120	50	75	195	290	30	50	0	130	10	5	20
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:	120	50	0	195	290	30	50	0	130	10	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	50	0	195	290	30	50	0	130	10	5	20
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
FinalVolume:	120	50	0	195	290	30	50	0	130	10	5	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:	1.00	2.00	1.00	2.00	1.81	0.19	1.00	0.00	1.00	0.67	0.33	1.00
Final Sat.:	1375	2750	1375	2750	2492	258	1375	0	1375	917	458	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.00	0.07	0.12	0.12	0.04	0.00	0.09	0.01	0.01	0.01
Crit Volume:	120			160			130			15		
Crit Moves:	****			****			****			****		

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.192
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 14 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	0 1	0	0 0	0 1	
Volume Module:												
Base Vol:	0	370	5	5	365	0	90	0	5	0	0	10
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	370	5	5	365	0	90	0	5	0	0	10
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	370	5	5	365	0	90	0	5	0	0	10
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	370	5	5	365	0	90	0	5	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	370	5	5	365	0	90	0	5	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	370	5	10	365	0	90	0	5	0	0	10
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	1.00	0.05	1.95	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	82	2918	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.06	0.13	0.00	0.06	0.00	0.00	0.00	0.00	0.01
Crit Volume:	0			188			90					10
Crit Moves:	****			****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

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

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	285	0	375	240	880	0	0	885	155
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	0	0	285	0	375	240	880	0	0	885	155
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	0	0	285	0	375	240	880	0	0	885	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	285	0	375	240	880	0	0	885	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	285	0	375	240	880	0	0	885	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	285	0	375	240	880	0	0	885	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.55	0.45
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3638	637
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.26	0.17	0.31	0.00	0.00	0.24	0.24
Crit Volume:			0			285			240			347
Crit Moves:				****			****					****

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	315	395	265	575	0	0	0	0	120	0	280
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	315	395	265	575	0	0	0	0	120	0	280
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	315	395	265	575	0	0	0	0	120	0	280
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	315	395	265	575	0	0	0	0	120	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	315	395	265	575	0	0	0	0	120	0	280
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
FinalVolume:	0	315	395	265	575	0	0	0	0	120	0	280
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	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.28	0.19	0.13	0.00	0.00	0.00	0.00	0.08	0.00	0.20
Crit Volume:			395	265					0	120		
Crit Moves:			****	****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	25	5	220	35	170	155	495	5	10	535	200
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:	5	25	5	220	35	170	155	495	5	10	535	200
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:	5	25	5	220	35	170	155	495	5	10	535	200
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:	5	25	5	220	35	170	155	495	5	10	535	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	220	35	170	155	495	5	10	535	200
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
FinalVolume:	5	25	5	220	35	170	155	495	5	10	535	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.73	0.27	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2761	439	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.08	0.08	0.11	0.10	0.15	0.00	0.01	0.33	0.13
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	535	65	360	930	0	0	0	0	40	0	340
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	535	65	360	930	0	0	0	0	40	0	340
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	535	65	360	930	0	0	0	0	40	0	340
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:	0	535	65	360	930	0	0	0	0	40	0	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	535	65	360	930	0	0	0	0	40	0	340
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	535	65	360	930	0	0	0	0	40	0	340
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.68	0.32	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4280	520	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.23	0.19	0.00	0.00	0.00	0.00	0.03	0.00	0.11
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1! 0	0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	725	0	0	735	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:	0	0	0	0	0	0	5	725	0	0	735	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:	0	0	0	0	0	0	5	725	0	0	735	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:	0	0	0	0	0	0	5	725	0	0	735	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	725	0	0	735	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
FinalVolume:	0	0	0	0	0	0	5	725	0	0	735	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.29	0.00
Crit Moves:							****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	0	1 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	70	30	140	0	20	5	35	485	310	185	705	10
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	30	140	0	20	5	35	485	310	185	705	10
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:	70	30	140	0	20	5	35	485	310	185	705	10
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:	70	30	140	0	20	5	35	485	310	185	705	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	30	140	0	20	5	35	485	310	185	705	10
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
FinalVolume:	70	30	140	0	20	5	35	485	310	185	705	10
OvlAdjVol:			0						260			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.40	0.60	2.00	0.00	0.80	0.20	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	2240	960	2880	0	1280	320	1600	3200	1600	2880	3155	45
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.00	0.02	0.02	0.02	0.15	0.19	0.06	0.22	0.22
OvlAdjV/S:			0.00						0.16			
Crit Moves:	****			****			****			****		

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	60	90	0	0	195	400	230	0	50	0	0	25
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:	60	90	0	0	195	400	230	0	50	0	0	25
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:	60	90	0	0	195	400	230	0	50	0	0	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	60	90	0	0	195	400	230	0	0	0	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	90	0	0	195	400	230	0	0	0	0	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	60	90	0	0	195	400	230	0	0	0	0	25
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	2.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1375	2750	1375	1375	1375	1375	2750	0	1375	0	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.00	0.00	0.14	0.29	0.08	0.00	0.00	0.00	0.00	0.02
Crit Volume:	60				195		115					25
Crit Moves:	****				****		****					****

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

Intersection #15 Navy Way / Reeves Ave

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: 34 Level Of Service: A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	5	210	10	85	215	360	160	5	10	0	5	20
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:	5	210	10	85	215	360	160	5	10	0	5	20
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:	5	210	10	85	215	360	160	5	10	0	5	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:	5	210	10	85	215	360	160	5	10	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	210	10	85	215	360	160	5	10	0	5	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
FinalVolume:	5	210	10	85	215	360	160	5	10	0	5	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:	1.00	2.86	0.14	1.00	1.00	1.00	2.00	0.33	0.67	0.00	1.00	1.00
Final Sat.:	1375	3938	188	1375	1375	1375	2750	458	917	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.06	0.16	0.26	0.06	0.01	0.01	0.00	0.00	0.01
Crit Volume:	5					360	80				5	
Crit Moves:	****					****	****				****	

Scenario Report

Scenario:	2012 CEQA Base MD Peak
Command:	2012 CEQA Base MD Peak
Volume:	2012 CEQA Base MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	240	0	0	290	375	0	0	0	5	240	160	1315
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	240	0	0	290	375	0	0	0	5	240	160	1315
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	295	5	0	235	315	0	0	0	0	855
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	295	5	0	235	315	0	0	0	0	855
#3 Seaside Ave / Navy Way													
Base	210	0	825	0	0	0	0	1260	670	0	1305	0	4270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	0	825	0	0	0	0	1260	670	0	1305	0	4270
#4 Ferry St / SR 47 Ramps													
Base	0	235	480	10	285	0	0	0	0	395	0	5	1410
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	235	480	10	285	0	0	0	0	395	0	5	1410
#5 Anaheim St / Henry Ford Ave													
Base	185	200	115	180	260	70	90	875	200	100	800	155	3230
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	185	200	115	180	260	70	90	875	200	100	800	155	3230
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	45	15	30	0	15	195	30	140	70	235	190	965
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	45	15	30	0	15	195	30	140	70	235	190	965
#7 Alameda Street / Henry Ford Avenue													
Base	0	570	35	5	365	0	105	5	5	0	5	20	1115
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	570	35	5	365	0	105	5	5	0	5	20	1115
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	255	0	255	195	880	0	0	830	170	2585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	255	0	255	195	880	0	0	830	170	2585
#9 Alameda St / PCH Ramp (O St)													
Base	0	680	295	215	620	0	0	0	0	90	0	280	2180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	680	295	215	620	0	0	0	0	90	0	280	2180
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	190	30	115	155	495	10	10	470	255	1780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	190	30	115	155	495	10	10	470	255	1780

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	765	120	215	630	0	0	0	0	70	0	365	2165
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	765	120	215	630	0	0	0	0	70	0	365	2165
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	700	0	0	730	0	1435
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	700	0	0	730	0	1435
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	570	5	100	0	20	10	25	590	290	100	455	5	2170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	570	5	100	0	20	10	25	590	290	100	455	5	2170
#14 Ferry St / Terminal Way													
Base	30	215	0	0	210	475	500	0	190	0	0	0	1620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	215	0	0	210	475	500	0	190	0	0	0	1620
#15 Navy Way / Reeves Ave													
Base	10	465	0	20	255	395	520	0	5	0	0	50	1720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	465	0	20	255	395	520	0	5	0	0	50	1720
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.294	A	xxxxx	0.294	+ 0.000
# 3 Seaside Ave / Navy Way	A	xxxxx	0.379	A	xxxxx	0.379	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.344	A	xxxxx	0.344	+ 0.000
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.280	A	xxxxx	0.280	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.550	A	xxxxx	0.550	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.354	A	xxxxx	0.354	+ 0.000
# 15 Navy Way / Reeves Ave	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358	
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	34	Level Of Service:	A	

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	5	240	0	0	290	375	0	0	0	5	240	160
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:	5	240	0	0	290	375	0	0	0	5	240	160
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:	5	240	0	0	290	375	0	0	0	5	240	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	240	0	0	290	375	0	0	0	5	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	240	0	0	290	375	0	0	0	5	240	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	240	0	0	290	375	0	0	0	5	240	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.09	0.13	0.00	0.00	0.00	0.00	0.08	0.00
Crit Moves:	****					****						****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.294
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	5	0	295	5	0	235	315	0	0	0	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:	0	5	0	295	5	0	235	315	0	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:	0	5	0	295	5	0	235	315	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:	0	5	0	295	5	0	235	315	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	295	5	0	235	315	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
FinalVolume:	0	5	0	295	5	0	235	315	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.97	0.03	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3147	53	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.00	0.08	0.10	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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
Volume Module:												
Base Vol:	210	0	825	0	0	0	0	1260	670	0	1305	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:	210	0	825	0	0	0	0	1260	670	0	1305	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:	210	0	825	0	0	0	0	1260	670	0	1305	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:	210	0	0	0	0	0	0	1260	670	0	1305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	0	0	0	0	0	1260	670	0	1305	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
FinalVolume:	210	0	0	0	0	0	0	1260	670	0	1305	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:	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.47	0.00	0.31	0.00
Crit Volume:	105			0			420			435		
Crit Moves:	****									****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.344
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	235	480	10	285	0	0	0	0	395	0	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:	0	235	480	10	285	0	0	0	0	395	0	5
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	235	480	10	285	0	0	0	0	395	0	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:	0	235	480	10	285	0	0	0	0	395	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	235	480	10	285	0	0	0	0	395	0	5
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
FinalVolume:	0	235	480	10	285	0	0	0	0	395	0	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:	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	2814	0	36
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.34	0.01	0.10	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Volume:			480	10				0		0		
Crit Moves:			****	****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Henry Ford Ave									Anaheim St					
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	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:	185	200	115	180	260	70	90	875	200	100	800	155
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:	185	200	115	180	260	70	90	875	200	100	800	155
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:	185	200	115	180	260	70	90	875	200	100	800	155
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:	185	200	115	180	260	70	90	875	0	100	800	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	200	115	180	260	70	90	875	0	100	800	155
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	185	200	115	180	260	70	90	875	0	100	800	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.44	1.56	1.00	1.00	2.36	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2054	2221	1425	1425	3368	907	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.08	0.13	0.08	0.08	0.06	0.31	0.00	0.07	0.28	0.11
Crit Volume:		128			180			438		100		
Crit Moves:		****			****			****		****		

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

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

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	2	0 1	1 0	1 0	0 1	0	0 1	0	0 1
Volume Module:												
Base Vol:	0	45	15	30	0	15	195	30	140	70	235	190
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	45	15	30	0	15	195	30	140	70	235	190
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	45	15	30	0	15	195	30	140	70	235	190
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:	0	45	0	30	0	15	195	30	140	70	235	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	45	0	30	0	15	195	30	140	70	235	190
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	
FinalVolume:	0	45	0	30	0	15	195	30	140	70	235	190
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 2.00	1.00		2.00 1.00	1.00		1.00 0.18	0.82		0.23 0.77	1.00	
Final Sat.:	1375 2750	1375		2750 1375	1375		1375 243	1132		316 1059	1375	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.02	0.00		0.01 0.00	0.01		0.14 0.12	0.12		0.22 0.22	0.14	
Crit Volume:	23			15			195			305		
Crit Moves:	****			****			****			****		

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.280
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	0 1	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	570	35	5	365	0	105	5	5	0	5	20
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	570	35	5	365	0	105	5	5	0	5	20
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	570	35	5	365	0	105	5	5	0	5	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:	0	570	35	5	365	0	105	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	35	5	365	0	105	5	5	0	5	20
PCE Adj:	2.00 1.00	1.00		2.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	570	35	10	365	0	105	5	5	0	5	20
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	1.00		0.05 1.95	0.00		1.00 0.50	0.50		0.00 0.20	0.80	
Final Sat.:	0 3000	1500		82 2918	0		1500 750	750		0 300	1200	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.19	0.02		0.06 0.13	0.00		0.07 0.01	0.01		0.00 0.02	0.02	
Crit Volume:	285			5			105			25		
Crit Moves:	****			****			****			****		

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

Intersection #8 PCH/Alameda Ramp (O 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

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	255	0	255	195	880	0	0	830	170
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	0	0	255	0	255	195	880	0	0	830	170
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	0	0	255	0	255	195	880	0	0	830	170
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	255	0	255	195	880	0	0	830	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	255	195	880	0	0	830	170
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
FinalVolume:	0	0	0	255	0	255	195	880	0	0	830	170
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.49	0.51
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3548	727
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.14	0.31	0.00	0.00	0.23	0.23
Crit Volume:			0			255			195			333
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	1
Volume Module:												
Base Vol:	0	680	295	215	620	0	0	0	0	90	0	280
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	680	295	215	620	0	0	0	0	90	0	280
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	680	295	215	620	0	0	0	0	90	0	280
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	680	295	215	620	0	0	0	0	90	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	680	295	215	620	0	0	0	0	90	0	280
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
FinalVolume:	0	680	295	215	620	0	0	0	0	90	0	280
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	2.09	0.91	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2982	1293	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.15	0.15	0.00	0.00	0.00	0.00	0.06	0.00	0.20
Crit Volume:		325			215				0		90	
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	190	30	115	155	495	10	10	470	255
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:	10	25	15	190	30	115	155	495	10	10	470	255
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:	10	25	15	190	30	115	155	495	10	10	470	255
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:	10	25	15	190	30	115	155	495	10	10	470	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	190	30	115	155	495	10	10	470	255
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
FinalVolume:	10	25	15	190	30	115	155	495	10	10	470	255
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.73	0.27	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2764	436	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.07	0.07	0.07	0.10	0.15	0.01	0.01	0.29	0.16
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	765	120	215	630	0	0	0	0	70	0	365
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	765	120	215	630	0	0	0	0	70	0	365
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	765	120	215	630	0	0	0	0	70	0	365
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:	0	765	120	215	630	0	0	0	0	70	0	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	765	120	215	630	0	0	0	0	70	0	365
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	765	120	215	630	0	0	0	0	70	0	365
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.59	0.41	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4149	651	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.13	0.13	0.00	0.00	0.00	0.00	0.04	0.00	0.11
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	700	0	0	730	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:	0	0	0	0	0	5	0	700	0	0	730	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:	0	0	0	0	0	5	0	700	0	0	730	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:	0	0	0	0	0	5	0	700	0	0	730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	700	0	0	730	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
FinalVolume:	0	0	0	0	0	5	0	700	0	0	730	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.29	0.00
Crit Moves:				****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	0	1 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	570	5	100	0	20	10	25	590	290	100	455	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:	570	5	100	0	20	10	25	590	290	100	455	5
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:	570	5	100	0	20	10	25	590	290	100	455	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:	570	5	100	0	20	10	25	590	290	100	455	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	5	100	0	20	10	25	590	290	100	455	5
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
FinalVolume:	570	5	100	0	20	10	25	590	290	100	455	5
OvlAdjVol:			0						2			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.67	0.33	1.00	2.00	1.00	2.00	1.98	0.02
Final Sat.:	3172	28	2880	0	1067	533	1600	3200	1600	2880	3165	35
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.03	0.00	0.02	0.02	0.02	0.18	0.18	0.03	0.14	0.14
OvlAdjV/S:			0.00						0.00			
Crit Moves:	****					****		****			****	

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	30	215	0	0	210	475	500	0	190	0	0	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:	30	215	0	0	210	475	500	0	190	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:	30	215	0	0	210	475	500	0	190	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	30	215	0	0	210	475	500	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	215	0	0	210	475	500	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	30	215	0	0	210	475	500	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.00	0.00	0.15	0.33	0.18	0.00	0.00	0.00	0.00	0.00
Crit Volume:	30					475	0				0	
Crit Moves:	****					****	****					

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

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	1 1	0	2 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	465	0	20	255	395	520	0	5	0	0	50
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:	10	465	0	20	255	395	520	0	5	0	0	50
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:	10	465	0	20	255	395	520	0	5	0	0	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:	10	465	0	20	255	395	520	0	5	0	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	465	0	20	255	395	520	0	5	0	0	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
FinalVolume:	10	465	0	20	255	395	520	0	5	0	0	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:	1.00	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.01	0.19	0.29	0.19	0.00	0.00	0.00	0.00	0.04
Crit Volume:	10					395	260					50
Crit Moves:	****					****	****					****

Scenario Report

Scenario:	2012 CEQA Base PM Peak
Command:	2012 CEQA Base PM Peak
Volume:	2012 CEQA Base PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	400	0	0	135	605	0	0	0	15	300	250	1715
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	400	0	0	135	605	0	0	0	15	300	250	1715
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	200	0	0	405	335	0	0	0	0	950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	200	0	0	405	335	0	0	0	0	950
#3 Seaside Ave / Navy Way													
Base	415	0	435	0	0	0	0	2200	505	0	2060	0	5615
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	415	0	435	0	0	0	0	2200	505	0	2060	0	5615
#4 Ferry St / SR 47 Ramps													
Base	0	270	280	5	320	0	0	0	0	160	0	5	1040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	270	280	5	320	0	0	0	0	160	0	5	1040
#5 Anaheim St / Henry Ford Ave													
Base	285	285	210	190	205	50	105	1205	260	75	940	175	3985
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	285	285	210	190	205	50	105	1205	260	75	940	175	3985
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	330	35	105	325	50	70	0	15	85	0	360	1385
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	330	35	105	325	50	70	0	15	85	0	360	1385
#7 Alameda Street / Henry Ford Avenue													
Base	0	640	20	5	190	0	135	0	5	20	5	30	1050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	640	20	5	190	0	135	0	5	20	5	30	1050
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	295	0	535	265	1215	0	0	1060	180	3550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	295	0	535	265	1215	0	0	1060	180	3550
#9 Alameda St / PCH Ramp (O St)													
Base	0	670	510	320	785	0	0	0	0	90	0	360	2735
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	670	510	320	785	0	0	0	0	90	0	360	2735
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	175	20	140	235	680	0	0	475	335	2125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	175	20	140	235	680	0	0	475	335	2125

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1040	65	275	535	0	0	0	0	40	0	570	2525
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1040	65	275	535	0	0	0	0	40	0	570	2525
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	880	0	0	810	0	1690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	880	0	0	810	0	1690
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	490	5	300	5	0	10	0	945	270	170	510	0	2705
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	490	5	300	5	0	10	0	945	270	170	510	0	2705
#14 Ferry St / Terminal Way													
Base	50	165	0	0	170	305	385	0	140	0	0	0	1215
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	165	0	0	170	305	385	0	140	0	0	0	1215
#15 Navy Way / Reeves Ave													
Base	15	370	0	15	170	320	405	0	5	0	0	75	1375
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	370	0	15	170	320	405	0	5	0	0	75	1375
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.306	A	xxxxx	0.306	+ 0.000
# 3 Seaside Ave / Navy Way	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.251	A	xxxxx	0.251	+ 0.000
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.343	A	xxxxx	0.343	+ 0.000
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.705	C	xxxxx	0.705	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.289	A	xxxxx	0.289	+ 0.000
# 15 Navy Way / Reeves Ave	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	10	400	0		0	135	605		0	0	0		15	300	250			
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:	10	400	0		0	135	605		0	0	0		15	300	250			
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:	10	400	0		0	135	605		0	0	0		15	300	250			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	10	400	0		0	135	605		0	0	0		15	300	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	10	400	0		0	135	605		0	0	0		15	300	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	10	400	0		0	135	605		0	0	0		15	300	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.13	0.00		0.00	0.04	0.21		0.00	0.00	0.00		0.01	0.09	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.306
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	5	5	200	0	0	405	335	0	0	0	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:	0	5	5	200	0	0	405	335	0	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:	0	5	5	200	0	0	405	335	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:	0	5	5	200	0	0	405	335	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	200	0	0	405	335	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
FinalVolume:	0	5	5	200	0	0	405	335	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.14	0.10	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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:	415	0	435	0	0	0	0	2200	505	0	2060	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:	415	0	435	0	0	0	0	2200	505	0	2060	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:	415	0	435	0	0	0	0	2200	505	0	2060	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:	415	0	0	0	0	0	0	2200	505	0	2060	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	0	0	0	0	0	0	2200	505	0	2060	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
FinalVolume:	415	0	0	0	0	0	0	2200	505	0	2060	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	0.51	0.35	0.00	0.48	0.00
Crit Volume:	208			0			733			0		
Crit Moves:	****						****			****		

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.251
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	270	280	5	320	0	0	0	0	160	0	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:	0	270	280	5	320	0	0	0	0	160	0	5
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	270	280	5	320	0	0	0	0	160	0	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:	0	270	280	5	320	0	0	0	0	160	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	270	280	5	320	0	0	0	0	160	0	5
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
FinalVolume:	0	270	280	5	320	0	0	0	0	160	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2764	0	86
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.20	0.00	0.11	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Volume:		270		5				0		83		
Crit Moves:		****		****						****		

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

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Henry Ford Ave									Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	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	0	0	0	0			
Lanes:	1	1	1 0	1	0	2 1	0	1	0	2	0	1	1	0	2 0 1
Volume Module:															
Base Vol:	285	285	210	190	205	50	105	1205	260	75	940	175			
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:	285	285	210	190	205	50	105	1205	260	75	940	175			
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:	285	285	210	190	205	50	105	1205	260	75	940	175			
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:	285	285	210	190	205	50	105	1205	0	75	940	175			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	285	285	210	190	205	50	105	1205	0	75	940	175			
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	285	285	210	190	205	50	105	1205	0	75	940	175			
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:	1.50	1.50	1.00	1.00	2.41	0.59	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	2138	2138	1425	1425	3437	838	1425	2850	1425	1425	2850	1425			
Capacity Analysis Module:															
Vol/Sat:	0.13	0.13	0.15	0.13	0.06	0.06	0.07	0.42	0.00	0.05	0.33	0.12			
Crit Volume:			210	190				603		75					
Crit Moves:			****	****				****		****					

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

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	2	0 1	1 0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	330	35	105	325	50	70	0	15	85	0	360
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:	10	330	35	105	325	50	70	0	15	85	0	360
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:	10	330	35	105	325	50	70	0	15	85	0	360
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:	10	330	0	105	325	50	70	0	15	85	0	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	330	0	105	325	50	70	0	15	85	0	360
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
FinalVolume:	10	330	0	105	325	50	70	0	15	85	0	360
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	2.00	1.00	2.00	1.73	0.27	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2383	367	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.06	0.00	0.26
Crit Volume:		165		0			70					360
Crit Moves:	****			****			****					****

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

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	640	20	5	190	0	135	0	5	20	5	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:	0	640	20	5	190	0	135	0	5	20	5	30
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	640	20	5	190	0	135	0	5	20	5	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:	0	640	20	5	190	0	135	0	5	20	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	640	20	5	190	0	135	0	5	20	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	640	20	20	190	0	135	0	5	20	5	30
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	1.00	0.22	1.78	0.00	1.00	0.00	1.00	0.36	0.09	0.55
Final Sat.:	0	3000	1500	333	2667	0	1500	0	1500	545	136	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.01	0.02	0.07	0.00	0.09	0.00	0.00	0.04	0.04	0.04
Crit Volume:		320		5			135					55
Crit Moves:	****			****			****					****

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

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.683
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 | Level Of Service: B

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	295	0	535	265	1215	0	0	1060	180
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	0	0	295	0	535	265	1215	0	0	1060	180
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	0	0	295	0	535	265	1215	0	0	1060	180
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	295	0	535	265	1215	0	0	1060	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	295	0	535	265	1215	0	0	1060	180
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
FinalVolume:	0	0	0	295	0	535	265	1215	0	0	1060	180
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3654	621
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.38	0.19	0.43	0.00	0.00	0.29	0.29
Crit Volume:			0			295			265			413
Crit Moves:				****			****				****	

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

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.646
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 | Level Of Service: B

Street Name:	Alameda St									PCH (Alameda Ramp)					
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			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:															
Base Vol:	0	670	510	320	785	0	0	0	0	90	0	360			
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	670	510	320	785	0	0	0	0	90	0	360			
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	670	510	320	785	0	0	0	0	90	0	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:	0	670	510	320	785	0	0	0	0	90	0	360			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	670	510	320	785	0	0	0	0	90	0	360			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	670	510	320	785	0	0	0	0	90	0	360			
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	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00			
Final Sat.:	0	2850	1425	1425	4275	0	0	0	0	1425	0	1425			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.24	0.36	0.22	0.18	0.00	0.00	0.00	0.00	0.06	0.00	0.25			
Crit Volume:			510	320					0		90				
Crit Moves:			****	****						****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	175	20	140	235	680	0	0	475	335
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:	5	40	20	175	20	140	235	680	0	0	475	335
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:	5	40	20	175	20	140	235	680	0	0	475	335
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:	5	40	20	175	20	140	235	680	0	0	475	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	175	20	140	235	680	0	0	475	335
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
FinalVolume:	5	40	20	175	20	140	235	680	0	0	475	335
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.79	0.21	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2872	328	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.15	0.21	0.00	0.00	0.30	0.21
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0	0 0	0	0 0	0	1 0	1! 0 1
Volume Module:												
Base Vol:	0	1040	65	275	535	0	0	0	0	40	0	570
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	1040	65	275	535	0	0	0	0	40	0	570
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	1040	65	275	535	0	0	0	0	40	0	570
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:	0	1040	65	275	535	0	0	0	0	40	0	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1040	65	275	535	0	0	0	0	40	0	570
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1040	65	275	535	0	0	0	0	40	0	570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.82	0.18	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4518	282	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.17	0.11	0.00	0.00	0.00	0.00	0.03	0.00	0.18
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1! 0	0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	880	0	0	810	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:	0	0	0	0	0	0	0	880	0	0	810	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:	0	0	0	0	0	0	0	880	0	0	810	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:	0	0	0	0	0	0	0	880	0	0	810	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	880	0	0	810	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
FinalVolume:	0	0	0	0	0	0	0	880	0	0	810	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.32	0.00
Crit Moves:								****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1! 0	0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	490	5	300	5	0	10	0	945	270	170	510	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:	490	5	300	5	0	10	0	945	270	170	510	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:	490	5	300	5	0	10	0	945	270	170	510	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:	490	5	300	5	0	10	0	945	270	170	510	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	5	300	5	0	10	0	945	270	170	510	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
FinalVolume:	490	5	300	5	0	10	0	945	270	170	510	0
OvlAdjVol:			130						22			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.33	0.00	0.67	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3168	32	2880	533	0	1067	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.10	0.01	0.00	0.01	0.00	0.30	0.17	0.06	0.16	0.00
OvlAdjV/S:			0.05						0.01			
Crit Moves:	****			****				****			****	

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

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.289
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	50	165	0	0	170	305	385	0	140	0	0	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:	50	165	0	0	170	305	385	0	140	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:	50	165	0	0	170	305	385	0	140	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	50	165	0	0	170	305	385	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	165	0	0	170	305	385	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	50	165	0	0	170	305	385	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.12	0.21	0.14	0.00	0.00	0.00	0.00	0.00
Crit Volume:	50				170		193				0	
Crit Moves:	****				****		****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	15	370	0	15	170	320	405	0	5	0	0	75
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:	15	370	0	15	170	320	405	0	5	0	0	75
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:	15	370	0	15	170	320	405	0	5	0	0	75
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:	15	370	0	15	170	320	405	0	5	0	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	370	0	15	170	320	405	0	5	0	0	75
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
FinalVolume:	15	370	0	15	170	320	405	0	5	0	0	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.00	0.01	0.12	0.23	0.15	0.00	0.00	0.00	0.00	0.05
Crit Volume:	15					320	203					75
Crit Moves:	****					****	****					****

Scenario Report

Scenario:	2015 CEQA Base AM
Command:	2015 CEQA Base AM Peak
Volume:	2015 CEQA Base AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	160	0	0	135	645	0	0	0	5	275	100	1325
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	160	0	0	135	645	0	0	0	5	275	100	1325
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	140	0	0	165	230	0	0	0	0	535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	140	0	0	165	230	0	0	0	0	535
#3 Seaside Ave / Navy Way													
Base	45	0	470	0	0	0	0	2060	740	0	2030	0	5345
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	45	0	470	0	0	0	0	2060	740	0	2030	0	5345
#4 Ferry St / SR 47 Ramps													
Base	0	180	255	5	380	0	0	0	0	255	0	0	1075
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	180	255	5	380	0	0	0	0	255	0	0	1075
#5 Anaheim St / Henry Ford Ave													
Base	105	40	55	120	205	55	80	800	260	40	990	125	2875
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	105	40	55	120	205	55	80	800	260	40	990	125	2875
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	125	105	90	175	355	25	55	0	140	25	5	50	1150
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	125	105	90	175	355	25	55	0	140	25	5	50	1150
#7 Alameda Street / Henry Ford Avenue													
Base	0	375	5	5	370	0	80	0	0	0	0	10	845
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	375	5	5	370	0	80	0	0	0	0	10	845
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	280	0	330	215	860	0	0	850	155	2690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	280	0	330	215	860	0	0	850	155	2690
#9 Alameda St / PCH Ramp (O St)													
Base	0	385	390	225	580	0	0	0	0	135	0	235	1950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	385	390	225	580	0	0	0	0	135	0	235	1950
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	225	35	160	140	565	5	10	655	205	2035
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	225	35	160	140	565	5	10	655	205	2035

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	545	70	350	935	0	0	0	0	40	0	330	2270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	545	70	350	935	0	0	0	0	40	0	330	2270
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	795	0	0	865	0	1665
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	795	0	0	865	0	1665
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	30	30	150	5	20	5	35	550	310	235	680	10	2060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	30	150	5	20	5	35	550	310	235	680	10	2060
#14 Ferry St / Terminal Way													
Base	140	90	0	0	200	435	315	0	115	0	0	30	1325
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	90	0	0	200	435	315	0	115	0	0	30	1325
#15 Navy Way / Reeves Ave													
Base	120	305	50	55	255	435	195	20	360	10	15	20	1840
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	305	50	55	255	435	195	20	360	10	15	20	1840
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.216	A	xxxxx	0.216	+ 0.000
# 3 Seaside Ave / Navy Way	A	xxxxx	0.519	A	xxxxx	0.519	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.223	A	xxxxx	0.223	+ 0.000
# 5 Anaheim St / Henry Ford Ave	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.353	A	xxxxx	0.353	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.187	A	xxxxx	0.187	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.384	A	xxxxx	0.384	+ 0.000
# 15 Navy Way / Reeves Ave	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec):	100	Critical Vol./Cap.(X):		0.463
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):		xxxxxx
Optimal Cycle:	39	Level Of Service:		A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	5	160	0	0	135	645	0	0	0	5	275	100
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:	5	160	0	0	135	645	0	0	0	5	275	100
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:	5	160	0	0	135	645	0	0	0	5	275	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	160	0	0	135	645	0	0	0	5	275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	160	0	0	135	645	0	0	0	5	275	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	160	0	0	135	645	0	0	0	5	275	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.00	0.04	0.22	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.216
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	140	0	0	165	230	0	0	0	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:	0	0	0	140	0	0	165	230	0	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:	0	0	0	140	0	0	165	230	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:	0	0	0	140	0	0	165	230	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	0	165	230	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
FinalVolume:	0	0	0	140	0	0	165	230	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.06	0.07	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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:	45	0	470	0	0	0	0	2060	740	0	2030	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:	45	0	470	0	0	0	0	2060	740	0	2030	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:	45	0	470	0	0	0	0	2060	740	0	2030	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:	45	0	0	0	0	0	0	2060	740	0	2030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	0	0	0	0	0	2060	740	0	2030	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
FinalVolume:	45	0	0	0	0	0	0	2060	740	0	2030	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:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.52	0.00	0.47	0.00
Crit Volume:	0			0					740	0		
Crit Moves:	****								****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.223
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit					Prot+Permit					Protected					Protected				
Rights:	Ovl					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	180	255			5	380	0			0	0	0			255	0	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:	0	180	255			5	380	0			0	0	0			255	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:	0	180	255			5	380	0			0	0	0			255	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:	0	180	255			5	380	0			0	0	0			255	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	180	255			5	380	0			0	0	0			255	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		
FinalVolume:	0	180	255			5	380	0			0	0	0			255	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:	0.00	1.00	1.00			1.00	2.00	0.00			0.00	0.00	0.00			2.00	0.00	0.00		
Final Sat.:	0	1425	1425			1425	2850	0			0	0	0			2850	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.13	0.18			0.00	0.13	0.00			0.00	0.00	0.00			0.09	0.00	0.00		
Crit Volume:	0					190					0					128				
Crit Moves:	****					****										****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Henry Ford Ave									Anaheim St								
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	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:	105	40	55			120	205	55			80	800	260			40	990	125		
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:	105	40	55			120	205	55			80	800	260			40	990	125		
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:	105	40	55			120	205	55			80	800	260			40	990	125		
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:	105	40	55			120	205	55			80	800	0			40	990	125		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	105	40	55			120	205	55			80	800	0			40	990	125		
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:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
FinalVolume:	105	40	55			120	205	55			80	800	0			40	990	125		
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	1.00	1.00			1.00	2.37	0.63			1.00	2.00	1.00			1.00	2.00	1.00		
Final Sat.:	2850	1425	1425			1425	3371	904			1425	2850	1425			1425	2850	1425		
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.03	0.04			0.08	0.06	0.06			0.06	0.28	0.00			0.03	0.35	0.09		
Crit Volume:			55			120					80						495			
Crit Moves:			****			****					****						****			

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	2	0 1	1 0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	125	105	90	175	355	25	55	0	140	25	5	50
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:	125	105	90	175	355	25	55	0	140	25	5	50
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:	125	105	90	175	355	25	55	0	140	25	5	50
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:	125	105	0	175	355	25	55	0	140	25	5	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	105	0	175	355	25	55	0	140	25	5	50
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
FinalVolume:	125	105	0	175	355	25	55	0	140	25	5	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:	1.00	2.00	1.00	2.00	1.87	0.13	1.00	0.00	1.00	0.83	0.17	1.00
Final Sat.:	1375	2750	1375	2750	2569	181	1375	0	1375	1146	229	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.00	0.06	0.14	0.14	0.04	0.00	0.10	0.02	0.02	0.04
Crit Volume:	125					190			140		30	
Crit Moves:	****					****			****		****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.187
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 14 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	375	5	5	370	0	80	0	0	0	0	10
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	375	5	5	370	0	80	0	0	0	0	10
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	375	5	5	370	0	80	0	0	0	0	10
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	375	5	5	370	0	80	0	0	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	375	5	5	370	0	80	0	0	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	375	5	10	370	0	80	0	0	0	0	10
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	1.00	0.05	1.95	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	81	2919	0	1500	1500	0	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.06	0.13	0.00	0.05	0.00	0.00	0.00	0.00	0.01
Crit Volume:	0					190			80			10
Crit Moves:	****					****			****			****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1	1	0	2	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	280	0	330	215	860	0	0	850	155
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	0	0	280	0	330	215	860	0	0	850	155
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	0	0	280	0	330	215	860	0	0	850	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	280	0	330	215	860	0	0	850	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	280	0	330	215	860	0	0	850	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	280	0	330	215	860	0	0	850	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3616	659
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.23	0.15	0.30	0.00	0.00	0.24	0.24
Crit Volume:			0			280			215			
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	1
Volume Module:												
Base Vol:	0	385	390	225	580	0	0	0	0	135	0	235
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	385	390	225	580	0	0	0	0	135	0	235
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	385	390	225	580	0	0	0	0	135	0	235
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	385	390	225	580	0	0	0	0	135	0	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	385	390	225	580	0	0	0	0	135	0	235
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
FinalVolume:	0	385	390	225	580	0	0	0	0	135	0	235
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	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.27	0.16	0.14	0.00	0.00	0.00	0.00	0.09	0.00	0.16
Crit Volume:			390	225					0	135		
Crit Moves:			****	****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	25	5	225	35	160	140	565	5	10	655	205
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:	5	25	5	225	35	160	140	565	5	10	655	205
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:	5	25	5	225	35	160	140	565	5	10	655	205
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:	5	25	5	225	35	160	140	565	5	10	655	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	225	35	160	140	565	5	10	655	205
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
FinalVolume:	5	25	5	225	35	160	140	565	5	10	655	205
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.73	0.27	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2769	431	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.08	0.08	0.10	0.09	0.18	0.00	0.01	0.41	0.13
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	545	70	350	935	0	0	0	0	40	0	330
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	545	70	350	935	0	0	0	0	40	0	330
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	545	70	350	935	0	0	0	0	40	0	330
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:	0	545	70	350	935	0	0	0	0	40	0	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	70	350	935	0	0	0	0	40	0	330
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	545	70	350	935	0	0	0	0	40	0	330
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.66	0.34	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4254	546	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.22	0.19	0.00	0.00	0.00	0.00	0.03	0.00	0.10
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	795	0	0	865	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:	0	0	0	0	0	0	5	795	0	0	865	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:	0	0	0	0	0	0	5	795	0	0	865	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:	0	0	0	0	0	0	5	795	0	0	865	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	795	0	0	865	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
FinalVolume:	0	0	0	0	0	0	5	795	0	0	865	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.34	0.00
Crit Moves:							****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1 0	2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	30	30	150	5	20	5	35	550	310	235	680	10
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:	30	30	150	5	20	5	35	550	310	235	680	10
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:	30	30	150	5	20	5	35	550	310	235	680	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	30	150	5	20	5	35	550	310	235	680	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	30	150	5	20	5	35	550	310	235	680	10
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
FinalVolume:	30	30	150	5	20	5	35	550	310	235	680	10
OvlAdjVol:			0						280			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	2.00	0.16	0.67	0.17	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	1600	1600	2880	267	1067	267	1600	3200	1600	2880	3154	46
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.05	0.02	0.02	0.02	0.02	0.17	0.19	0.08	0.22	0.22
OvlAdjV/S:			0.00						0.18			
Crit Moves:	****			****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	140	90	0	0	200	435	315	0	115	0	0	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:	140	90	0	0	200	435	315	0	115	0	0	30
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:	140	90	0	0	200	435	315	0	115	0	0	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	90	0	0	200	435	315	0	0	0	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	90	0	0	200	435	315	0	0	0	0	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	90	0	0	200	435	315	0	0	0	0	30
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	2.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1375	2750	1375	1375	1375	1375	2750	0	1375	0	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.00	0.00	0.15	0.32	0.11	0.00	0.00	0.00	0.00	0.02
Crit Volume:	140				200		158					30
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	120	305	50	55	255	435	195	20	360	10	15	20
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:	120	305	50	55	255	435	195	20	360	10	15	20
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:	120	305	50	55	255	435	195	20	360	10	15	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:	120	305	50	55	255	435	195	20	360	10	15	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	305	50	55	255	435	195	20	360	10	15	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
FinalVolume:	120	305	50	55	255	435	195	20	360	10	15	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:	1.00	2.58	0.42	1.00	1.00	1.00	2.00	0.05	0.95	0.40	0.60	1.00
Final Sat.:	1375	3544	581	1375	1375	1375	2750	72	1303	550	825	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.19	0.32	0.07	0.28	0.28	0.02	0.02	0.01
Crit Volume:	120					435		380			25	
Crit Moves:	****					****		****			****	

Scenario Report

Scenario:	2015 CEQA Base MD
Command:	2015 CEQA Base MD Peak
Volume:	2015 CEQA Base MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	235	0	0	255	380	0	0	0	5	235	150	1265
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	235	0	0	255	380	0	0	0	5	235	150	1265
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	260	5	0	235	295	0	0	0	0	800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	260	5	0	235	295	0	0	0	0	800
#3 Seaside Ave / Navy Way													
Base	285	0	945	0	0	0	0	1240	785	0	1315	0	4570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	285	0	945	0	0	0	0	1240	785	0	1315	0	4570
#4 Ferry St / SR 47 Ramps													
Base	0	295	460	5	285	0	0	0	0	440	0	5	1490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	295	460	5	285	0	0	0	0	440	0	5	1490
#5 Anaheim St / Henry Ford Ave													
Base	220	230	115	215	320	100	105	840	195	85	800	155	3380
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	230	115	215	320	100	105	840	195	85	800	155	3380
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	105	25	30	0	20	195	25	185	105	235	215	1140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	105	25	30	0	20	195	25	185	105	235	215	1140
#7 Alameda Street / Henry Ford Avenue													
Base	0	545	35	5	330	0	95	5	0	0	5	20	1040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	545	35	5	330	0	95	5	0	0	5	20	1040
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	255	0	250	200	895	0	0	840	175	2615
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	255	0	250	200	895	0	0	840	175	2615
#9 Alameda St / PCH Ramp (O St)													
Base	0	635	295	205	570	0	0	0	0	95	0	285	2085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	635	295	205	570	0	0	0	0	95	0	285	2085
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	150	30	115	175	495	10	10	555	285	1875
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	150	30	115	175	495	10	10	555	285	1875

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	710	110	180	605	0	0	0	0	90	0	395	2090
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	710	110	180	605	0	0	0	0	90	0	395	2090
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	660	0	0	845	0	1510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	660	0	0	845	0	1510
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	395	5	215	0	25	5	20	590	310	165	305	10	2045
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	395	5	215	0	25	5	20	590	310	165	305	10	2045
#14 Ferry St / Terminal Way													
Base	85	220	0	0	215	510	540	0	215	0	0	0	1785
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	85	220	0	0	215	510	540	0	215	0	0	0	1785
#15 Navy Way / Reeves Ave													
Base	60	545	5	15	300	470	630	5	110	15	10	50	2215
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	545	5	15	300	470	630	5	110	15	10	50	2215
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.359	A	xxxxx	0.359	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.277	A	xxxxx	0.277	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A	xxxxx	0.408	A	xxxxx	0.408	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.367	A	xxxxx	0.367	+ 0.000 V/C
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000 V/C
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000 V/C
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.265	A	xxxxx	0.265	+ 0.000 V/C
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
# 14 Ferry St / Terminal Way	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 15 Navy Way / Reeves Ave	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000 V/C

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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					Ignore			
Min. Green:	0	0	0		0	0	0			0	0	0			0	0	0	
Lanes:	1	0	2	0 0	0	0	2	0 2		0	0	0	0 0		1	0	2	0 1
Volume Module:																		
Base Vol:	5	235	0		0	255	380			0	0	0			5	235	150	
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:	5	235	0		0	255	380			0	0	0			5	235	150	
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:	5	235	0		0	255	380			0	0	0			5	235	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00	
PHF Volume:	5	235	0		0	255	380			0	0	0			5	235	0	
Reduct Vol:	0	0	0		0	0	0			0	0	0			0	0	0	
Reduced Vol:	5	235	0		0	255	380			0	0	0			5	235	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	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00	
FinalVolume:	5	235	0		0	255	380			0	0	0			5	235	0	
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600			1600	1600	1600			1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90			1.00	1.00	1.00			1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00			0.00	0.00	0.00			1.00	2.00	1.00	
Final Sat.:	1600	3200	0		0	3200	2880			0	0	0			1600	3200	1600	
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.07	0.00		0.00	0.08	0.13			0.00	0.00	0.00			0.00	0.07	0.00	
Crit Moves:	****						****										****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.277
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	260	5	0	235	295	0	0	0	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:	0	5	0	260	5	0	235	295	0	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:	0	5	0	260	5	0	235	295	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:	0	5	0	260	5	0	235	295	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	260	5	0	235	295	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
FinalVolume:	0	5	0	260	5	0	235	295	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.96	0.04	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3140	60	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.00	0.08	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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:	285	0	945	0	0	0	0	1240	785	0	1315	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:	285	0	945	0	0	0	0	1240	785	0	1315	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:	285	0	945	0	0	0	0	1240	785	0	1315	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:	285	0	0	0	0	0	0	1240	785	0	1315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	0	0	0	0	0	0	1240	785	0	1315	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
FinalVolume:	285	0	0	0	0	0	0	1240	785	0	1315	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:	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.55	0.00	0.31	0.00
Crit Volume:	143			0			413			438		
Crit Moves:	****									****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	295	460	5	285	0	0	0	0	440	0	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:	0	295	460	5	285	0	0	0	0	440	0	5
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	295	460	5	285	0	0	0	0	440	0	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:	0	295	460	5	285	0	0	0	0	440	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	295	460	5	285	0	0	0	0	440	0	5
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
FinalVolume:	0	295	460	5	285	0	0	0	0	440	0	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:	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	0.21	0.32	0.00	0.10	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:		295		5					0	222		
Crit Moves:	****			****						****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Henry Ford Ave									Anaheim St					
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	0	0	0	0			
Lanes:	1 1	1	0 1	1	0 2	1 0	1	0	2 0	1	0	2 0	1	0	2 0 1
Volume Module:															
Base Vol:	220	230	115	215	320	100	105	840	195	85	800	155			
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:	220	230	115	215	320	100	105	840	195	85	800	155			
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:	220	230	115	215	320	100	105	840	195	85	800	155			
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:	220	230	115	215	320	100	105	840	0	85	800	155			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	220	230	115	215	320	100	105	840	0	85	800	155			
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	220	230	115	215	320	100	105	840	0	85	800	155			
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.47	1.53	1.00	1.00	2.29	0.71	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	2090	2185	1425	1425	3257	1018	1425	2850	1425	1425	2850	1425			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.11	0.08	0.15	0.10	0.10	0.07	0.29	0.00	0.06	0.28	0.11			
Crit Volume:		150		215			105				400				
Crit Moves:	****			****			****				****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	2	0 1	1 0	1 0	0 1	0	0 1	0	0 1
Volume Module:												
Base Vol:	0	105	25	30	0	20	195	25	185	105	235	215
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	105	25	30	0	20	195	25	185	105	235	215
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	105	25	30	0	20	195	25	185	105	235	215
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:	0	105	0	30	0	20	195	25	185	105	235	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	105	0	30	0	20	195	25	185	105	235	215
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
FinalVolume:	0	105	0	30	0	20	195	25	185	105	235	215
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	2.00	1.00	2.00	1.00	1.00	1.00	0.12	0.88	0.31	0.69	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	164	1211	425	950	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.01	0.00	0.01	0.14	0.15	0.15	0.25	0.25	0.16
Crit Volume:		53		15					210		340	
Crit Moves:	****			****					****		****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.265
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	0	1 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	545	35	5	330	0	95	5	0	0	5	20
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	545	35	5	330	0	95	5	0	0	5	20
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	545	35	5	330	0	95	5	0	0	5	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:	0	545	35	5	330	0	95	5	0	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	35	5	330	0	95	5	0	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	545	35	10	330	0	95	5	0	0	5	20
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	1.00	0.06	1.94	0.00	1.00	1.00	0.00	0.00	0.20	0.80
Final Sat.:	0	3000	1500	91	2909	0	1500	1500	0	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.11	0.00	0.06	0.00	0.00	0.00	0.02	0.02
Crit Volume:		273		5			95				25	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	255	0	250	200	895	0	0	840	175
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	0	0	255	0	250	200	895	0	0	840	175
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	0	0	255	0	250	200	895	0	0	840	175
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	255	0	250	200	895	0	0	840	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	250	200	895	0	0	840	175
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
FinalVolume:	0	0	0	255	0	250	200	895	0	0	840	175
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.48	0.52
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3538	737
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.14	0.31	0.00	0.00	0.24	0.24
Crit Volume:			0			255			200			338
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	1
Volume Module:												
Base Vol:	0	635	295	205	570	0	0	0	0	95	0	285
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	635	295	205	570	0	0	0	0	95	0	285
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	635	295	205	570	0	0	0	0	95	0	285
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	635	295	205	570	0	0	0	0	95	0	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	295	205	570	0	0	0	0	95	0	285
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
FinalVolume:	0	635	295	205	570	0	0	0	0	95	0	285
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	2.05	0.95	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2919	1356	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.14	0.13	0.00	0.00	0.00	0.00	0.07	0.00	0.20
Crit Volume:		310			205				0		95	
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	150	30	115	175	495	10	10	555	285
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:	10	25	15	150	30	115	175	495	10	10	555	285
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:	10	25	15	150	30	115	175	495	10	10	555	285
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:	10	25	15	150	30	115	175	495	10	10	555	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	150	30	115	175	495	10	10	555	285
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
FinalVolume:	10	25	15	150	30	115	175	495	10	10	555	285
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.67	0.33	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2667	533	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.06	0.07	0.11	0.15	0.01	0.01	0.35	0.18
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0	0 0	0	0 0	0	1 0	1! 0 1
Volume Module:												
Base Vol:	0	710	110	180	605	0	0	0	0	90	0	395
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	710	110	180	605	0	0	0	0	90	0	395
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	710	110	180	605	0	0	0	0	90	0	395
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:	0	710	110	180	605	0	0	0	0	90	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	710	110	180	605	0	0	0	0	90	0	395
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	710	110	180	605	0	0	0	0	90	0	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.60	0.40	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4156	644	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.11	0.13	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	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:	0	0	0	0	0	5	0	660	0	0	845	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	660	0	0	845	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
FinalVolume:	0	0	0	0	0	5	0	660	0	0	845	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.33	0.00
Crit Moves:					****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	395	5	215	0	25	5	20	590	310	165	305	10
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:	395	5	215	0	25	5	20	590	310	165	305	10
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:	395	5	215	0	25	5	20	590	310	165	305	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	5	215	0	25	5	20	590	310	165	305	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	5	215	0	25	5	20	590	310	165	305	10
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
FinalVolume:	395	5	215	0	25	5	20	590	310	165	305	10
OvlAdjVol:			50						110			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.97	0.03	2.00	0.00	0.83	0.17	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	3160	40	2880	0	1333	267	1600	3200	1600	2880	3098	102
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.00	0.02	0.02	0.01	0.18	0.19	0.06	0.10	0.10
OvlAdjV/S:			0.02						0.07			
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Ferry St / Terminal Way

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: 39 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	85	220	0	0	215	510	540	0	215	0	0	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:	85	220	0	0	215	510	540	0	215	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:	85	220	0	0	215	510	540	0	215	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	85	220	0	0	215	510	540	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	220	0	0	215	510	540	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	85	220	0	0	215	510	540	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.00	0.00	0.15	0.36	0.19	0.00	0.00	0.00	0.00	0.00
Crit Volume:	85					510	0				0	
Crit Moves:	****					****	****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	1 1	0	2 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	60	545	5	15	300	470	630	5	110	15	10	50
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:	60	545	5	15	300	470	630	5	110	15	10	50
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:	60	545	5	15	300	470	630	5	110	15	10	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:	60	545	5	15	300	470	630	5	110	15	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	545	5	15	300	470	630	5	110	15	10	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
FinalVolume:	60	545	5	15	300	470	630	5	110	15	10	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:	1.00	2.97	0.03	1.00	1.00	1.00	2.00	0.04	0.96	0.60	0.40	1.00
Final Sat.:	1375	4088	38	1375	1375	1375	2750	60	1315	825	550	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.01	0.22	0.34	0.23	0.08	0.08	0.02	0.02	0.04
Crit Volume:	60					470	315					50
Crit Moves:	****					****	****					****

Scenario Report

Scenario:	2015 CEQA Base PM
Command:	2015 CEQA Base PM Peak
Volume:	2015 CEQA Base PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	395	0	0	135	565	0	0	0	15	325	195	1640
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	395	0	0	135	565	0	0	0	15	325	195	1640
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	185	0	0	400	350	0	0	0	0	945
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	185	0	0	400	350	0	0	0	0	945
#3 Seaside Ave / Navy Way													
Base	535	0	485	0	0	0	0	2370	600	0	2300	0	6290
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	535	0	485	0	0	0	0	2370	600	0	2300	0	6290
#4 Ferry St / SR 47 Ramps													
Base	0	315	280	5	250	0	0	0	0	260	0	5	1115
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	315	280	5	250	0	0	0	0	260	0	5	1115
#5 Anaheim St / Henry Ford Ave													
Base	340	295	220	205	250	60	100	1135	280	100	1270	205	4460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	340	295	220	205	250	60	100	1135	280	100	1270	205	4460
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	390	40	100	325	50	70	0	10	80	0	365	1440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	390	40	100	325	50	70	0	10	80	0	365	1440
#7 Alameda Street / Henry Ford Avenue													
Base	0	610	20	5	200	0	125	0	0	20	5	30	1015
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	610	20	5	200	0	125	0	0	20	5	30	1015
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	345	0	525	250	1260	0	0	1020	190	3590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	345	0	525	250	1260	0	0	1020	190	3590
#9 Alameda St / PCH Ramp (O St)													
Base	0	715	560	310	740	0	0	0	0	95	0	345	2765
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	715	560	310	740	0	0	0	0	95	0	345	2765
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	160	20	140	230	840	0	0	680	340	2475
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	160	20	140	230	840	0	0	680	340	2475

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1090	65	255	530	0	0	0	0	40	0	570	2550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1090	65	255	530	0	0	0	0	40	0	570	2550
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1020	0	0	1020	0	2040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1020	0	0	1020	0	2040
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	370	5	340	10	0	10	0	1070	275	140	440	0	2660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	370	5	340	10	0	10	0	1070	275	140	440	0	2660
#14 Ferry St / Terminal Way													
Base	70	170	0	0	175	335	425	0	180	0	0	0	1355
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	170	0	0	175	335	425	0	180	0	0	0	1355
#15 Navy Way / Reeves Ave													
Base	20	430	0	20	195	385	500	0	5	0	5	95	1655
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	430	0	20	195	385	500	0	5	0	5	95	1655
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.300	A	xxxxx	0.300	+ 0.000
# 3 Seaside Ave / Navy Way	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.318	A	xxxxx	0.318	+ 0.000
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.814	D	xxxxx	0.814	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.327	A	xxxxx	0.327	+ 0.000
# 8 PCH/Alameda Ramp (O St)	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.321	A	xxxxx	0.321	+ 0.000
# 15 Navy Way / Reeves Ave	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Terminal Island Fwy (N)						Ocean Blvd					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	395	0	0	135	565	0	0	0	15	325	195
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:	10	395	0	0	135	565	0	0	0	15	325	195
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:	10	395	0	0	135	565	0	0	0	15	325	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	395	0	0	135	565	0	0	0	15	325	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	395	0	0	135	565	0	0	0	15	325	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	395	0	0	135	565	0	0	0	15	325	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.00	0.00	0.04	0.20	0.00	0.00	0.00	0.01	0.10	0.00
Crit Moves:	****					****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.300
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	5	5	185	0	0	400	350	0	0	0	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:	0	5	5	185	0	0	400	350	0	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:	0	5	5	185	0	0	400	350	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:	0	5	5	185	0	0	400	350	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	185	0	0	400	350	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	
FinalVolume:	0	5	5	185	0	0	400	350	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 2.00	1.00		2.00 0.00	0.00		2.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0 3200	1600		3200	0	0	2880 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.06 0.00	0.00		0.14 0.11	0.00		0.00 0.00	0.00	
Crit Moves:		****		****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ignore			Include			Ovl			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:	535	0	485	0	0	0	0	2370	600	0	2300	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:	535	0	485	0	0	0	0	2370	600	0	2300	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:	535	0	485	0	0	0	0	2370	600	0	2300	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:	535	0	0	0	0	0	0	2370	600	0	2300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	535	0	0	0	0	0	0	2370	600	0	2300	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	
FinalVolume:	535	0	0	0	0	0	0	2370	600	0	2300	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 0.55	0.42		0.00 0.54	0.00	
Crit Volume:	267			0			790			0		
Crit Moves:	****						****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.318
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	315	280	5	250	0	0	0	0	260	0	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:	0	315	280	5	250	0	0	0	0	260	0	5
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	315	280	5	250	0	0	0	0	260	0	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:	0	315	280	5	250	0	0	0	0	260	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	315	280	5	250	0	0	0	0	260	0	5
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
FinalVolume:	0	315	280	5	250	0	0	0	0	260	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.96	0.00	0.04
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2796	0	54
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.20	0.00	0.09	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Volume:		315		5					0	132		
Crit Moves:		****		****						****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Henry Ford Ave									Anaheim St					
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	0	0	0	0			
Lanes:	1 1	1	0	1	0 2	1	0	1	0	2	0	1			
Volume Module:															
Base Vol:	340	295	220	205	250	60	100	1135	280	100	1270	205			
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:	340	295	220	205	250	60	100	1135	280	100	1270	205			
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:	340	295	220	205	250	60	100	1135	280	100	1270	205			
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:	340	295	220	205	250	60	100	1135	0	100	1270	205			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	340	295	220	205	250	60	100	1135	0	100	1270	205			
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	340	295	220	205	250	60	100	1135	0	100	1270	205			
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:	1.61	1.39	1.00	1.00	2.42	0.58	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	2289	1986	1425	1425	3448	827	1425	2850	1425	1425	2850	1425			
Capacity Analysis Module:															
Vol/Sat:	0.15	0.15	0.15	0.14	0.07	0.07	0.07	0.40	0.00	0.07	0.45	0.14			
Crit Volume:			220	205			100				635				
Crit Moves:			****	****			****				****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	2	0 1	1 0	1 0	0 1	0	0 1	0	0 1
Volume Module:												
Base Vol:	10	390	40	100	325	50	70	0	10	80	0	365
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:	10	390	40	100	325	50	70	0	10	80	0	365
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:	10	390	40	100	325	50	70	0	10	80	0	365
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:	10	390	0	100	325	50	70	0	10	80	0	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	390	0	100	325	50	70	0	10	80	0	365
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
FinalVolume:	10	390	0	100	325	50	70	0	10	80	0	365
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	2.00	1.00	2.00	1.73	0.27	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2383	367	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.06	0.00	0.27
Crit Volume:		195			0			70				365
Crit Moves:	****			****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	0	1 0	0	1! 0	0
Volume Module:												
Base Vol:	0	610	20	5	200	0	125	0	0	20	5	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:	0	610	20	5	200	0	125	0	0	20	5	30
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	610	20	5	200	0	125	0	0	20	5	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:	0	610	20	5	200	0	125	0	0	20	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	610	20	5	200	0	125	0	0	20	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	610	20	20	200	0	125	0	0	20	5	30
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	1.00	0.21	1.79	0.00	1.00	1.00	0.00	0.36	0.09	0.55
Final Sat.:	0	3000	1500	316	2684	0	1500	1500	0	545	136	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.01	0.02	0.07	0.00	0.08	0.00	0.00	0.04	0.04	0.04
Crit Volume:		305			5			125				55
Crit Moves:	****			****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	345	0	525	250	1260	0	0	1020	190
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	0	0	345	0	525	250	1260	0	0	1020	190
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	0	0	345	0	525	250	1260	0	0	1020	190
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	345	0	525	250	1260	0	0	1020	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	525	250	1260	0	0	1020	190
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
FinalVolume:	0	0	0	345	0	525	250	1260	0	0	1020	190
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3604	671
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.37	0.18	0.44	0.00	0.00	0.28	0.28
Crit Volume:			0			345			250			403
Crit Moves:				****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O 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: 71 Level Of Service: B

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	715	560	310	740	0	0	0	0	95	0	345
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	715	560	310	740	0	0	0	0	95	0	345
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	715	560	310	740	0	0	0	0	95	0	345
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	715	560	310	740	0	0	0	0	95	0	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	715	560	310	740	0	0	0	0	95	0	345
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
FinalVolume:	0	715	560	310	740	0	0	0	0	95	0	345
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	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.39	0.22	0.17	0.00	0.00	0.00	0.00	0.07	0.00	0.24
Crit Volume:			560	310					0	95		
Crit Moves:			****	****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	160	20	140	230	840	0	0	680	340
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:	5	40	20	160	20	140	230	840	0	0	680	340
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:	5	40	20	160	20	140	230	840	0	0	680	340
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:	5	40	20	160	20	140	230	840	0	0	680	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	160	20	140	230	840	0	0	680	340
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
FinalVolume:	5	40	20	160	20	140	230	840	0	0	680	340
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.78	0.22	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2844	356	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.26	0.00	0.00	0.43	0.21
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1090	65	255	530	0	0	0	0	40	0	570
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	1090	65	255	530	0	0	0	0	40	0	570
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	1090	65	255	530	0	0	0	0	40	0	570
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:	0	1090	65	255	530	0	0	0	0	40	0	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1090	65	255	530	0	0	0	0	40	0	570
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1090	65	255	530	0	0	0	0	40	0	570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.83	0.17	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4530	270	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.16	0.11	0.00	0.00	0.00	0.00	0.03	0.00	0.18
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1020	0	0	1020	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:	0	0	0	0	0	0	0	1020	0	0	1020	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:	0	0	0	0	0	0	0	1020	0	0	1020	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:	0	0	0	0	0	0	0	1020	0	0	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1020	0	0	1020	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
FinalVolume:	0	0	0	0	0	0	0	1020	0	0	1020	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.40	0.00
Crit Moves:							****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0 0	1!	0 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	370	5	340	10	0	10	0	1070	275	140	440	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:	370	5	340	10	0	10	0	1070	275	140	440	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:	370	5	340	10	0	10	0	1070	275	140	440	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:	370	5	340	10	0	10	0	1070	275	140	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	5	340	10	0	10	0	1070	275	140	440	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
FinalVolume:	370	5	340	10	0	10	0	1070	275	140	440	0
OvlAdjVol:			200						87			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.97	0.03	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3157	43	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.01	0.00	0.01	0.00	0.33	0.17	0.05	0.14	0.00
OvlAdjV/S:			0.07						0.05			
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.321
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	70	170	0	0	175	335	425	0	180	0	0	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	170	0	0	175	335	425	0	180	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:	70	170	0	0	175	335	425	0	180	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	70	170	0	0	175	335	425	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	170	0	0	175	335	425	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	70	170	0	0	175	335	425	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.00	0.12	0.24	0.15	0.00	0.00	0.00	0.00	0.00
Crit Volume:	70				175		213				0	
Crit Moves:	****				****		****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 1	1 0	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	20	430	0	20	195	385	500	0	5	0	5	95
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	430	0	20	195	385	500	0	5	0	5	95
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	430	0	20	195	385	500	0	5	0	5	95
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	430	0	20	195	385	500	0	5	0	5	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	430	0	20	195	385	500	0	5	0	5	95
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
FinalVolume:	20	430	0	20	195	385	500	0	5	0	5	95
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.00	0.01	0.14	0.28	0.18	0.00	0.00	0.00	0.00	0.07
Crit Volume:	20					385	250					95
Crit Moves:	****					****	****					****

Scenario Report

Scenario:	2020 CEQA Base AM
Command:	2020 CEQA Base AM Peak
Volume:	2020 CEQA Base AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	350	0	0	270	710	0	0	0	15	400	290	2040
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	350	0	0	270	710	0	0	0	15	400	290	2040
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	285	0	0	355	295	0	0	0	0	935
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	285	0	0	355	295	0	0	0	0	935
#3 Seaside Ave / Navy Way													
Base	160	0	445	0	0	0	0	2270	765	0	2365	0	6005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	160	0	445	0	0	0	0	2270	765	0	2365	0	6005
#4 Ferry St / SR 47 Ramps													
Base	0	175	305	25	440	0	0	0	0	200	0	5	1150
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	175	305	25	440	0	0	0	0	200	0	5	1150
#5 Anaheim St / Henry Ford Ave													
Base	250	60	75	70	130	55	90	945	325	30	1175	75	3280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	60	75	70	130	55	90	945	325	30	1175	75	3280
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	135	220	125	145	480	15	55	0	165	75	5	130	1550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	220	125	145	480	15	55	0	165	75	5	130	1550
#7 Alameda Street / Henry Ford Avenue													
Base	0	425	5	5	475	0	165	0	20	0	0	10	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	425	5	5	475	0	165	0	20	0	0	10	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	120	0	140	215	1025	0	0	925	135	2560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	120	0	140	215	1025	0	0	925	135	2560
#9 Alameda St / PCH Ramp (O St)													
Base	0	685	260	0	790	0	0	0	0	170	0	180	2085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	685	260	0	790	0	0	0	0	170	0	180	2085
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	280	35	155	145	620	5	10	690	260	2235
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	280	35	155	145	620	5	10	690	260	2235

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	705	100	370	1110	0	0	0	0	60	0	370	2715
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	705	100	370	1110	0	0	0	0	60	0	370	2715
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	905	0	0	955	0	1865
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	905	0	0	955	0	1865
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	155	40	270	5	15	5	25	580	310	200	990	5	2600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	155	40	270	5	15	5	25	580	310	200	990	5	2600
#14 Ferry St / Terminal Way													
Base	110	90	0	0	205	430	360	0	110	0	0	25	1330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	90	0	0	205	430	360	0	110	0	0	25	1330
#15 Navy Way / Reeves Ave													
Base	136	380	50	28	293	445	205	4	306	10	4	15	1876
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	136	380	50	28	293	445	205	4	306	10	4	15	1876
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.312	A	xxxxx	0.312	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.232	A	xxxxx	0.232	+ 0.000
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.456	A	xxxxx	0.456	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.278	A	xxxxx	0.278	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.347	A	xxxxx	0.347	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000
# 15 Navy Way / Reeves Ave	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	5	350		0	0	270		710	0		0	0	15		400	290		
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:	5	350		0	0	270		710	0		0	0	15		400	290		
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:	5	350		0	0	270		710	0		0	0	15		400	290		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00						
PHF Volume:	5	350		0	0	270		710	0		0	0	15		400	0		
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0		
Reduced Vol:	5	350		0	0	270		710	0		0	0	15		400	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	0.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00						
FinalVolume:	5	350		0	0	270		710	0		0	0	15		400	0		
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00						
Final Sat.:	1600	3200		0	3200	2880		0	0		0	1600	3200	1600				
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.11	0.00	0.00	0.08	0.25	0.00	0.00	0.00	0.01	0.13	0.00						
Crit Moves:	****					****						****						

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.312
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	0	0	285	0	0	355	295	0	0	0	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:	0	0	0	285	0	0	355	295	0	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:	0	0	0	285	0	0	355	295	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:	0	0	0	285	0	0	355	295	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	285	0	0	355	295	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
FinalVolume:	0	0	0	285	0	0	355	295	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.12	0.09	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.232
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	175	305	25	440	0	0	0	0	200	0	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:	0	175	305	25	440	0	0	0	0	200	0	5
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	175	305	25	440	0	0	0	0	200	0	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:	0	175	305	25	440	0	0	0	0	200	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	175	305	25	440	0	0	0	0	200	0	5
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
FinalVolume:	0	175	305	25	440	0	0	0	0	200	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.95	0.00	0.05
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2780	0	70
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.21	0.02	0.15	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Volume:			305	25				0		0		
Crit Moves:			****	****						****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	250	60	75	70	130	55	90	945	325	30	1175	75
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:	250	60	75	70	130	55	90	945	325	30	1175	75
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:	250	60	75	70	130	55	90	945	325	30	1175	75
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:	250	60	75	70	130	55	90	945	0	30	1175	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	60	75	70	130	55	90	945	0	30	1175	75
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	60	75	70	130	55	90	945	0	30	1175	75
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	1.00	1.00	1.00	2.11	0.89	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3004	1271	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.05	0.05	0.04	0.04	0.06	0.33	0.00	0.02	0.41	0.05
Crit Volume:	125			70			90				588	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	135	220	125	145	480	15	55	0	165	75	5	130
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:	135	220	125	145	480	15	55	0	165	75	5	130
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:	135	220	125	145	480	15	55	0	165	75	5	130
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:	135	220	0	145	480	15	55	0	165	75	5	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	220	0	145	480	15	55	0	165	75	5	130
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
FinalVolume:	135	220	0	145	480	15	55	0	165	75	5	130
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.94	0.06	1.00
Final Sat.:	1375	2750	1375	2750	2667	83	1375	0	1375	1289	86	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.00	0.05	0.18	0.18	0.04	0.00	0.12	0.06	0.06	0.09
Crit Volume:	135					248			165		80	
Crit Moves:	****					****			****		****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1	0 1 0	1	0	0 1 0	0	0	0 0 1
Volume Module:												
Base Vol:	0	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
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	425	5	5	475	0	165	0	20	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	5	5	475	0	165	0	20	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	5	10	475	0	165	0	20	0	0	10
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	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	63	2937	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.08	0.16	0.00	0.11	0.00	0.01	0.00	0.00	0.01
Crit Volume:	0			243			165					10
Crit Moves:	****			****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St								PCH (PCH Ramp)			
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	120	0	140	215	1025	0	0	925	135
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	0	0	120	0	140	215	1025	0	0	925	135
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	0	0	120	0	140	215	1025	0	0	925	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:	0	0	0	120	0	140	215	1025	0	0	925	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	140	215	1025	0	0	925	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	140	215	1025	0	0	925	135
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.62	0.38
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3731	544
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.10	0.15	0.36	0.00	0.00	0.25	0.25
Crit Volume:	0			120			215				353	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	685	260	0	790	0	0	0	0	170	0	180
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	685	260	0	790	0	0	0	0	170	0	180
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	685	260	0	790	0	0	0	0	170	0	180
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	685	260	0	790	0	0	0	0	170	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	685	260	0	790	0	0	0	0	170	0	180
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
FinalVolume:	0	685	260	0	790	0	0	0	0	170	0	180
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	2.17	0.83	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3099	1176	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.00	0.18	0.00	0.00	0.00	0.00	0.12	0.00	0.13
Crit Volume:		315		0			0					180
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1 0	0 1	1	0	2 0	1	0	1 0 1
Volume Module:												
Base Vol:	5	25	5	280	35	155	145	620	5	10	690	260
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:	5	25	5	280	35	155	145	620	5	10	690	260
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:	5	25	5	280	35	155	145	620	5	10	690	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:	5	25	5	280	35	155	145	620	5	10	690	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	280	35	155	145	620	5	10	690	260
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
FinalVolume:	5	25	5	280	35	155	145	620	5	10	690	260
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.78	0.22	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2844	356	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.10	0.10	0.10	0.09	0.19	0.00	0.01	0.43	0.16
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp			(Alameda Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	705	100	370	1110	0	0	0	0	60	0	370
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	705	100	370	1110	0	0	0	0	60	0	370
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	705	100	370	1110	0	0	0	0	60	0	370
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:	0	705	100	370	1110	0	0	0	0	60	0	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	705	100	370	1110	0	0	0	0	60	0	370
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	705	100	370	1110	0	0	0	0	60	0	370
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.63	0.37	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4204	596	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.23	0.23	0.00	0.00	0.00	0.00	0.04	0.00	0.12
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Intermodal Way							Sepulveda Blvd				
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1! 0	0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	905	0	0	955	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:	0	0	0	0	0	0	5	905	0	0	955	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:	0	0	0	0	0	0	5	905	0	0	955	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:	0	0	0	0	0	0	5	905	0	0	955	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	905	0	0	955	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
FinalVolume:	0	0	0	0	0	0	5	905	0	0	955	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.37	0.00
Crit Moves:							****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	155	40	270	5	15	5	25	580	310	200	990	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	1.00 1.00	1.00	1.00
Initial Bse:	155	40	270	5	15	5	25	580	310	200	990	5
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:	155	40	270	5	15	5	25	580	310	200	990	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	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
PHF Volume:	155	40	270	5	15	5	25	580	310	200	990	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	40	270	5	15	5	25	580	310	200	990	5
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
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	1.00
FinalVolume:	155	40	270	5	15	5	25	580	310	200	990	5
OvlAdjVol:			70						212			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600
Adjustment:	1.00 1.00	0.90	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	0.90 1.00	1.00	1.00
Lanes:	1.59 0.41	2.00	0.20	0.60	0.20	1.00	2.00	1.00	2.00	1.99	0.01	
Final Sat.:	2544	656	2880	320	960	320	1600	3200	1600	2880	3184	16
Capacity Analysis Module:												
Vol/Sat:	0.06 0.06	0.09	0.02	0.02	0.02	0.02	0.18	0.19	0.07	0.31	0.31	
OvlAdjV/S:			0.02						0.13			
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Ferry St								Terminal Way			
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	110	90	0	0	205	430	360	0	110	0	0	25
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
Initial Bse:	110	90	0	0	205	430	360	0	110	0	0	25
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:	110	90	0	0	205	430	360	0	110	0	0	25
User Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Volume:	110	90	0	0	205	430	360	0	0	0	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	90	0	0	205	430	360	0	0	0	0	25
PCE Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	110	90	0	0	205	430	360	0	0	0	0	25
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 2.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00	
Final Sat.:	1375 2750	1375	1375	1375	1375	2750	0	1375	0	0	1375	
Capacity Analysis Module:												
Vol/Sat:	0.08 0.03	0.00	0.00	0.15	0.31	0.13	0.00	0.00	0.00	0.00	0.02	
Crit Volume:	110			205		180					25	
Crit Moves:	****			****		****					****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Navy Way / Reeves Ave

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:	67	Level Of Service:	B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	1 1	0	2 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	136	380	50	28	293	445	205	4	306	10	4	15
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:	136	380	50	28	293	445	205	4	306	10	4	15
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:	136	380	50	28	293	445	205	4	306	10	4	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:	136	380	50	28	293	445	205	4	306	10	4	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	380	50	28	293	445	205	4	306	10	4	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	380	50	28	293	445	205	4	306	10	4	15
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	2.65	0.35	1.00	1.00	1.00	2.00	0.01	0.99	0.71	0.29	1.00
Final Sat.:	1375	3645	480	1375	1375	1375	2750	18	1357	982	393	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.21	0.32	0.07	0.23	0.23	0.01	0.01	0.01
Crit Volume:	136					445			310		14	
Crit Moves:	****					****			****		****	

Scenario Report

Scenario:	2020 CEQA Base MD
Command:	2020 CEQA Base MD Peak
Volume:	2020 CEQA Base MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	500	0	0	325	410	0	0	0	5	205	210	1660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	500	0	0	325	410	0	0	0	5	205	210	1660
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	330	5	0	500	270	0	0	0	0	1110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	330	5	0	500	270	0	0	0	0	1110
#3 Seaside Ave / Navy Way													
Base	350	0	910	0	0	0	0	1490	815	0	1490	0	5055
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	350	0	910	0	0	0	0	1490	815	0	1490	0	5055
#4 Ferry St / SR 47 Ramps													
Base	0	300	470	5	275	0	0	0	0	455	0	5	1510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	300	470	5	275	0	0	0	0	455	0	5	1510
#5 Anaheim St / Henry Ford Ave													
Base	240	190	85	155	255	105	130	985	245	80	1005	135	3610
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	240	190	85	155	255	105	130	985	245	80	1005	135	3610
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	40	10	30	0	15	205	35	140	70	240	200	985
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	40	10	30	0	15	205	35	140	70	240	200	985
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	100	0	105	215	960	0	0	880	170	2430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	100	0	105	215	960	0	0	880	170	2430
#9 Alameda St / PCH Ramp (O St)													
Base	0	815	205	0	715	0	0	0	0	115	0	275	2125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	815	205	0	715	0	0	0	0	115	0	275	2125
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	175	30	100	165	555	10	10	590	320	2005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	175	30	100	165	555	10	10	590	320	2005

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	875	150	155	705	0	0	0	0	135	0	375	2395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	875	150	155	705	0	0	0	0	135	0	375	2395
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	740	0	0	910	0	1655
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	740	0	0	910	0	1655
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	460	5	210	0	25	10	20	680	305	175	455	10	2355
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	460	5	210	0	25	10	20	680	305	175	455	10	2355
#14 Ferry St / Terminal Way													
Base	50	230	0	0	225	505	535	0	200	0	0	0	1745
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	230	0	0	225	505	535	0	200	0	0	0	1745
#15 Navy Way / Reeves Ave													
Base	68	565	5	8	318	485	645	1	159	15	2	50	2321
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	68	565	5	8	318	485	645	1	159	15	2	50	2321
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.370	A	xxxxx	0.370	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.475	A	xxxxx	0.475	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.389	A	xxxxx	0.389	+ 0.000
# 15 Navy Way / Reeves Ave	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	5	500	0		0	325	410		0	0	0		5	205	210			
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:	5	500	0		0	325	410		0	0	0		5	205	210			
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:	5	500	0		0	325	410		0	0	0		5	205	210			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	5	500	0		0	325	410		0	0	0		5	205	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	5	500	0		0	325	410		0	0	0		5	205	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	5	500	0		0	325	410		0	0	0		5	205	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.16	0.00		0.00	0.10	0.14		0.00	0.00	0.00		0.00	0.06	0.00			
Crit Moves:		****				****									****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	330	5	0	500	270	0	0	0	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:	0	5	0	330	5	0	500	270	0	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:	0	5	0	330	5	0	500	270	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:	0	5	0	330	5	0	500	270	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	330	5	0	500	270	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
FinalVolume:	0	5	0	330	5	0	500	270	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.97	0.03	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3152	48	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.00	0.17	0.08	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Ferry St									Vincent Thomas Bridge EB Off Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	300	470	5	275	0	0	0	0	455	0	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:	0	300	470	5	275	0	0	0	0	455	0	5
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	300	470	5	275	0	0	0	0	455	0	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:	0	300	470	5	275	0	0	0	0	455	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	300	470	5	275	0	0	0	0	455	0	5
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
FinalVolume:	0	300	470	5	275	0	0	0	0	455	0	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:	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	2819	0	31
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.33	0.00	0.10	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:		300			5				0	230		
Crit Moves:		****			****					****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	240	190	85	155	255	105	130	985	245	80	1005	135
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:	240	190	85	155	255	105	130	985	245	80	1005	135
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:	240	190	85	155	255	105	130	985	245	80	1005	135
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:	240	190	85	155	255	105	130	985	0	80	1005	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	190	85	155	255	105	130	985	0	80	1005	135
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	240	190	85	155	255	105	130	985	0	80	1005	135
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:	1.67	1.33	1.00	1.00	2.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2386	1889	1425	1425	3028	1247	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.11	0.08	0.08	0.09	0.35	0.00	0.06	0.35	0.09
Crit Volume:	143			155			130			503		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	40	10	30	0	15	205	35	140	70	240	200
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	40	10	30	0	15	205	35	140	70	240	200
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	40	10	30	0	15	205	35	140	70	240	200
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:	0	40	0	30	0	15	205	35	140	70	240	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	0	30	0	15	205	35	140	70	240	200
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
FinalVolume:	0	40	0	30	0	15	205	35	140	70	240	200
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	2.00	1.00	2.00	1.00	1.00	1.00	0.20	0.80	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	275	1100	310	1065	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.01	0.00	0.01	0.15	0.13	0.13	0.23	0.23	0.15
Crit Volume:	20			15			205			310		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	1	0	1 0	0 1	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95				25	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 PCH/Alameda Ramp (O St)

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: 43 Level Of Service: A

Street Name:	Alameda St						PCH (PCH Ramp)					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0	1	0	2	0 0	0	2
Volume Module:												
Base Vol:	0	0	0	100	0	105	215	960	0	0	880	170
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	0	0	100	0	105	215	960	0	0	880	170
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	0	0	100	0	105	215	960	0	0	880	170
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	100	0	105	215	960	0	0	880	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	0	105	215	960	0	0	880	170
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
FinalVolume:	0	0	0	100	0	105	215	960	0	0	880	170
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.51	0.49
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3583	692
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.15	0.34	0.00	0.00	0.25	0.25
Crit Volume:		0		100			215				350	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	815	205	0	715	0	0	0	0	115	0	275
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	815	205	0	715	0	0	0	0	115	0	275
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	815	205	0	715	0	0	0	0	115	0	275
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	815	205	0	715	0	0	0	0	115	0	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	815	205	0	715	0	0	0	0	115	0	275
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
FinalVolume:	0	815	205	0	715	0	0	0	0	115	0	275
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	2.40	0.60	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3416	859	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.17	0.00	0.00	0.00	0.00	0.08	0.00	0.19
Crit Volume:		340		0			0					275
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	175	30	100	165	555	10	10	590	320
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:	10	25	15	175	30	100	165	555	10	10	590	320
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:	10	25	15	175	30	100	165	555	10	10	590	320
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:	10	25	15	175	30	100	165	555	10	10	590	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	175	30	100	165	555	10	10	590	320
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
FinalVolume:	10	25	15	175	30	100	165	555	10	10	590	320
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.71	0.29	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2732	468	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.06	0.06	0.10	0.17	0.01	0.01	0.37	0.20
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St						Sepulveda Blvd Ramp					(Alameda Ramp
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	875	150	155	705	0	0	0	0	135	0	375
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	875	150	155	705	0	0	0	0	135	0	375
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	875	150	155	705	0	0	0	0	135	0	375
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:	0	875	150	155	705	0	0	0	0	135	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	875	150	155	705	0	0	0	0	135	0	375
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	875	150	155	705	0	0	0	0	135	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.56	0.44	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4098	702	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.10	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.12
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0	1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	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:	0	0	0	0	0	5	0	740	0	0	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	740	0	0	910	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
FinalVolume:	0	0	0	0	0	5	0	740	0	0	910	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.36	0.00
Crit Moves:					****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 0 1	0	1 0	2	0 1	2 0	1 1	0
Volume Module:												
Base Vol:	460	5	210	0	25	10	20	680	305	175	455	10
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:	460	5	210	0	25	10	20	680	305	175	455	10
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:	460	5	210	0	25	10	20	680	305	175	455	10
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:	460	5	210	0	25	10	20	680	305	175	455	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	5	210	0	25	10	20	680	305	175	455	10
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
FinalVolume:	460	5	210	0	25	10	20	680	305	175	455	10
OvlAdjVol:			35						72			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.98	0.02	2.00	0.00	0.71	0.29	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	3166	34	2880	0	1143	457	1600	3200	1600	2880	3131	69
Capacity Analysis Module:												
Vol/Sat:	0.15 0.15		0.07	0.00 0.02		0.02	0.01 0.21		0.19	0.06 0.15		0.15
OvlAdjV/S:			0.01						0.05			
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0	0 0 1	0	0 0	0 0
Volume Module:												
Base Vol:	50	230	0	0	225	505	535	0	200	0	0	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:	50	230	0	0	225	505	535	0	200	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:	50	230	0	0	225	505	535	0	200	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	50	230	0	0	225	505	535	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	230	0	0	225	505	535	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	50	230	0	0	225	505	535	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04 0.08		0.00	0.00 0.16		0.35	0.19	0.00	0.00	0.00 0.00		0.00
Crit Volume:	50					505	0				0	
Crit Moves:	****					****	****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Navy Way / Reeves Ave

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:	69	Level Of Service:	B

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	1 1	0	2 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	68	565	5	8	318	485	645	1	159	15	2	50
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:	68	565	5	8	318	485	645	1	159	15	2	50
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:	68	565	5	8	318	485	645	1	159	15	2	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:	68	565	5	8	318	485	645	1	159	15	2	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	565	5	8	318	485	645	1	159	15	2	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
FinalVolume:	68	565	5	8	318	485	645	1	159	15	2	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:	1.00	2.97	0.03	1.00	1.00	1.00	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4089	36	1375	1375	1375	2750	9	1366	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.01	0.23	0.35	0.23	0.12	0.12	0.01	0.01	0.04
Crit Volume:	68					485	323					50
Crit Moves:	****					****	****					****

Scenario Report

Scenario:	2020 CEQA Base PM
Command:	2020 CEQA Base PM Peak
Volume:	2020 CEQA Base PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	490	0	0	165	640	0	0	0	15	265	365	1950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	490	0	0	165	640	0	0	0	15	265	365	1950
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	300	0	0	495	365	0	0	0	0	1170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	300	0	0	495	365	0	0	0	0	1170
#3 Seaside Ave / Navy Way													
Base	385	0	665	0	0	0	0	2550	630	0	2420	0	6650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	385	0	665	0	0	0	0	2550	630	0	2420	0	6650
#4 Ferry St / SR 47 Ramps													
Base	0	340	260	5	425	0	0	0	0	90	0	5	1125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	340	260	5	425	0	0	0	0	90	0	5	1125
#5 Anaheim St / Henry Ford Ave													
Base	355	260	215	230	245	70	95	1260	255	90	1430	190	4695
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	355	260	215	230	245	70	95	1260	255	90	1430	190	4695
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	310	35	110	330	50	70	0	10	90	0	430	1445
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	310	35	110	330	50	70	0	10	90	0	430	1445
#7 Alameda Street / Henry Ford Avenue													
Base	0	665	20	5	210	0	140	0	10	20	5	30	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	665	20	5	210	0	140	0	10	20	5	30	1105
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	150	0	210	240	1420	0	0	1195	205	3420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	150	0	210	240	1420	0	0	1195	205	3420
#9 Alameda St / PCH Ramp (O St)													
Base	0	1100	360	0	945	0	0	0	0	250	0	195	2850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1100	360	0	945	0	0	0	0	250	0	195	2850
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	200	20	135	220	940	0	0	690	400	2670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	200	20	135	220	940	0	0	690	400	2670

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1240	125	230	580	0	0	0	0	90	0	570	2835
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1240	125	230	580	0	0	0	0	90	0	570	2835
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1160	0	0	1090	0	2250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1160	0	0	1090	0	2250
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	455	5	375	10	0	10	0	1165	260	175	700	0	3155
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	455	5	375	10	0	10	0	1165	260	175	700	0	3155
#14 Ferry St / Terminal Way													
Base	65	175	0	0	185	330	420	0	185	0	0	0	1360
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	175	0	0	185	330	420	0	185	0	0	0	1360
#15 Navy Way / Reeves Ave													
Base	23	470	0	16	214	400	505	0	5	0	2	75	1710
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	470	0	16	214	400	505	0	5	0	2	75	1710
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.369	A	xxxxx	0.369	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.275	A	xxxxx	0.275	+ 0.000
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.881	D	xxxxx	0.881	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.355	A	xxxxx	0.355	+ 0.000
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.838	D	xxxxx	0.838	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.323	A	xxxxx	0.323	+ 0.000
# 15 Navy Way / Reeves Ave	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	10	490	0		0	165	640		0	0	0		15	265	365			
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:	10	490	0		0	165	640		0	0	0		15	265	365			
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:	10	490	0		0	165	640		0	0	0		15	265	365			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	10	490	0		0	165	640		0	0	0		15	265	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	10	490	0		0	165	640		0	0	0		15	265	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	10	490	0		0	165	640		0	0	0		15	265	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.15	0.00		0.00	0.05	0.22		0.00	0.00	0.00		0.01	0.08	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 1	0	0	2 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	5	5	300	0	0	495	365	0	0	0	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:	0	5	5	300	0	0	495	365	0	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:	0	5	5	300	0	0	495	365	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:	0	5	5	300	0	0	495	365	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	300	0	0	495	365	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
FinalVolume:	0	5	5	300	0	0	495	365	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.17	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.275
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Ferry St								Vincent Thomas Bridge EB Off Ramp			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	1 0	1!	0 0
Volume Module:												
Base Vol:	0	340	260	5	425	0	0	0	0	90	0	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:	0	340	260	5	425	0	0	0	0	90	0	5
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	340	260	5	425	0	0	0	0	90	0	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:	0	340	260	5	425	0	0	0	0	90	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	340	260	5	425	0	0	0	0	90	0	5
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
FinalVolume:	0	340	260	5	425	0	0	0	0	90	0	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:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.89	0.00	0.11
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2700	0	150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.18	0.00	0.15	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Volume:		340			5			0		48		
Crit Moves:		****			****					****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	355	260	215	230	245	70	95	1260	255	90	1430	190
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:	355	260	215	230	245	70	95	1260	255	90	1430	190
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:	355	260	215	230	245	70	95	1260	255	90	1430	190
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:	355	260	215	230	245	70	95	1260	0	90	1430	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	260	215	230	245	70	95	1260	0	90	1430	190
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	355	260	215	230	245	70	95	1260	0	90	1430	190
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:	1.73	1.27	1.00	1.00	2.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2468	1807	1425	1425	3325	950	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.15	0.16	0.07	0.07	0.07	0.44	0.00	0.06	0.50	0.13
Crit Volume:			215	230			95				715	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	310	35	110	330	50	70	0	10	90	0	430
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:	10	310	35	110	330	50	70	0	10	90	0	430
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:	10	310	35	110	330	50	70	0	10	90	0	430
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:	10	310	0	110	330	50	70	0	10	90	0	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	310	0	110	330	50	70	0	10	90	0	430
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
FinalVolume:	10	310	0	110	330	50	70	0	10	90	0	430
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2388	362	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.31
Crit Volume:	10				190		70					430
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	665	20	5	210	0	140	0	10	20	5	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:	0	665	20	5	210	0	140	0	10	20	5	30
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	665	20	5	210	0	140	0	10	20	5	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:	0	665	20	5	210	0	140	0	10	20	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	665	20	5	210	0	140	0	10	20	5	30
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	665	20	20	210	0	140	0	10	20	5	30
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	1.00	0.20	1.80	0.00	1.00	0.00	1.00	0.36	0.09	0.55
Final Sat.:	0	3000	1500	300	2700	0	1500	0	1500	545	136	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.01	0.02	0.08	0.00	0.09	0.00	0.01	0.04	0.04	0.04
Crit Volume:		333		5			140					55
Crit Moves:		****		****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	Alameda St								PCH (PCH Ramp)			
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	150	0	210	240	1420	0	0	1195	205
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	0	0	150	0	210	240	1420	0	0	1195	205
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	0	0	150	0	210	240	1420	0	0	1195	205
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	150	0	210	240	1420	0	0	1195	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	210	240	1420	0	0	1195	205
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
FinalVolume:	0	0	0	150	0	210	240	1420	0	0	1195	205
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3649	626
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.17	0.50	0.00	0.00	0.33	0.33
Crit Volume:		0		150			240					467
Crit Moves:				****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

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: 47 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1100	360	0	945	0	0	0	0	250	0	195
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	1100	360	0	945	0	0	0	0	250	0	195
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	1100	360	0	945	0	0	0	0	250	0	195
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	1100	360	0	945	0	0	0	0	250	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1100	360	0	945	0	0	0	0	250	0	195
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
FinalVolume:	0	1100	360	0	945	0	0	0	0	250	0	195
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	2.26	0.74	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3221	1054	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.00	0.22	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Crit Volume:		487			0			0		250		
Crit Moves:		****			****					****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	200	20	135	220	940	0	0	690	400
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:	5	40	20	200	20	135	220	940	0	0	690	400
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:	5	40	20	200	20	135	220	940	0	0	690	400
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:	5	40	20	200	20	135	220	940	0	0	690	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	200	20	135	220	940	0	0	690	400
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
FinalVolume:	5	40	20	200	20	135	220	940	0	0	690	400
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.82	0.18	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2909	291	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.14	0.29	0.00	0.00	0.43	0.25
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0 0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1240	125	230	580	0	0	0	0	90	0	570
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	1240	125	230	580	0	0	0	0	90	0	570
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	1240	125	230	580	0	0	0	0	90	0	570
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:	0	1240	125	230	580	0	0	0	0	90	0	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1240	125	230	580	0	0	0	0	90	0	570
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1240	125	230	580	0	0	0	0	90	0	570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.73	0.27	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4360	440	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.14	0.12	0.00	0.00	0.00	0.00	0.06	0.00	0.18
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Intermodal Way									Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Permitted			Prot+Permit			Prot+Permit					
Rights:	Include			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0 0	0	0 0	0	0	1! 0 0	1	0	2 0 0	0	0	2 0 1			
Volume Module:															
Base Vol:	0	0	0	0	0	0	0	1160	0	0	1090	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:	0	0	0	0	0	0	0	1160	0	0	1090	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:	0	0	0	0	0	0	0	1160	0	0	1090	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:	0	0	0	0	0	0	0	1160	0	0	1090	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	0	0	1160	0	0	1090	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			
FinalVolume:	0	0	0	0	0	0	0	1160	0	0	1090	0			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80			
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00			
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.43	0.00			
Crit Moves:								****		****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	455	5	375	10	0	10	0	1165	260	175	700	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:	455	5	375	10	0	10	0	1165	260	175	700	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:	455	5	375	10	0	10	0	1165	260	175	700	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:	455	5	375	10	0	10	0	1165	260	175	700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	5	375	10	0	10	0	1165	260	175	700	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
FinalVolume:	455	5	375	10	0	10	0	1165	260	175	700	0
OvlAdjVol:			200						30			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3165	35	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.13	0.01	0.00	0.01	0.00	0.36	0.16	0.06	0.22	0.00
OvlAdjV/S:			0.07						0.02			
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Ferry St								Terminal Way			
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	65	175	0	0	185	330	420	0	185	0	0	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:	65	175	0	0	185	330	420	0	185	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:	65	175	0	0	185	330	420	0	185	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	65	175	0	0	185	330	420	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	175	0	0	185	330	420	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	65	175	0	0	185	330	420	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.00	0.13	0.23	0.15	0.00	0.00	0.00	0.00	0.00
Crit Volume:	65				185		210				0	
Crit Moves:	****				****		****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0	1 1 0	2	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	23	470	0	16	214	400	505	0	5	0	2	75
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:	23	470	0	16	214	400	505	0	5	0	2	75
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:	23	470	0	16	214	400	505	0	5	0	2	75
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:	23	470	0	16	214	400	505	0	5	0	2	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	470	0	16	214	400	505	0	5	0	2	75
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
FinalVolume:	23	470	0	16	214	400	505	0	5	0	2	75
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	3.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1375	4125	0	1375	1375	1375	2750	0	1375	0	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.01	0.16	0.29	0.18	0.00	0.00	0.00	0.00	0.05
Crit Volume:	23					400	253					75
Crit Moves:	****					****	****					****

Scenario Report

Scenario:	2025 CEQA Base AM
Command:	2025 CEQA Base AM Peak
Volume:	2025 CEQA Base AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	340	0	0	290	750	0	0	0	15	385	315	2100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	340	0	0	290	750	0	0	0	15	385	315	2100
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	305	0	0	345	300	0	0	0	0	950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	305	0	0	345	300	0	0	0	0	950
#3 Seaside Ave / Navy Way													
Base	210	0	765	0	0	0	0	2275	1030	0	2385	0	6665
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	0	765	0	0	0	0	2275	1030	0	2385	0	6665
#4 Ferry St / SR 47 Ramps													
Base	0	300	580	25	450	0	0	0	0	625	0	5	1985
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	300	580	25	450	0	0	0	0	625	0	5	1985
#5 Anaheim St / Henry Ford Ave													
Base	225	55	80	75	135	50	85	955	325	30	1210	85	3310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	225	55	80	75	135	50	85	955	325	30	1210	85	3310
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	130	195	115	150	465	15	55	0	160	70	5	125	1485
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	195	115	150	465	15	55	0	160	70	5	125	1485
#7 Alameda Street / Henry Ford Avenue													
Base	0	430	5	5	475	0	155	0	20	0	0	10	1100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	430	5	5	475	0	155	0	20	0	0	10	1100
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	125	0	140	210	1030	0	0	925	140	2570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	140	210	1030	0	0	925	140	2570
#9 Alameda St / PCH Ramp (O St)													
Base	0	715	265	0	845	0	0	0	0	155	0	195	2175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	715	265	0	845	0	0	0	0	155	0	195	2175
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	315	35	130	130	655	5	10	700	295	2310
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	315	35	130	130	655	5	10	700	295	2310

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	710	120	360	1095	0	0	0	0	70	0	375	2730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	710	120	360	1095	0	0	0	0	70	0	375	2730
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	975	0	0	995	0	1975
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	975	0	0	995	0	1975
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	175	40	240	5	15	10	30	600	320	175	1045	5	2660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	175	40	240	5	15	10	30	600	320	175	1045	5	2660
#14 Ferry St / Terminal Way													
Base	185	95	0	0	210	860	770	0	110	0	0	20	2250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	185	95	0	0	210	860	770	0	110	0	0	20	2250
#15 Navy Way / Reeves Ave													
Base	126	780	60	28	548	460	180	4	246	10	4	15	2461
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	126	780	60	28	548	460	180	4	246	10	4	15	2461
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.315	A	xxxxx	0.315	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.272	A	xxxxx	0.272	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.366	A	xxxxx	0.366	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000
# 15 Navy Way / Reeves Ave	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	5	340	0		0	290	750		0	0	0		15	385	315			
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:	5	340	0		0	290	750		0	0	0		15	385	315			
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:	5	340	0		0	290	750		0	0	0		15	385	315			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	5	340	0		0	290	750		0	0	0		15	385	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	5	340	0		0	290	750		0	0	0		15	385	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	5	340	0		0	290	750		0	0	0		15	385	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.11	0.00		0.00	0.09	0.26		0.00	0.00	0.00		0.01	0.12	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.315
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 1	0	0	2 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	305	0	0	345	300	0	0	0	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:	0	0	0	305	0	0	345	300	0	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:	0	0	0	305	0	0	345	300	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:	0	0	0	305	0	0	345	300	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	0	0	345	300	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
FinalVolume:	0	0	0	305	0	0	345	300	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.12	0.09	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St								Vincent Thomas Bridge EB Off Ramp			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	1 0	1!	0 0
Volume Module:												
Base Vol:	0	300	580	25	450	0	0	0	0	625	0	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:	0	300	580	25	450	0	0	0	0	625	0	5
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	300	580	25	450	0	0	0	0	625	0	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:	0	300	580	25	450	0	0	0	0	625	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	300	580	25	450	0	0	0	0	625	0	5
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
FinalVolume:	0	300	580	25	450	0	0	0	0	625	0	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:	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	2827	0	23
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.41	0.02	0.16	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Volume:		300		25				0		315		
Crit Moves:		****		****						****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	225	55	80	75	135	50	85	955	325	30	1210	85
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:	225	55	80	75	135	50	85	955	325	30	1210	85
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:	225	55	80	75	135	50	85	955	325	30	1210	85
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:	225	55	80	75	135	50	85	955	0	30	1210	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	55	80	75	135	50	85	955	0	30	1210	85
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	225	55	80	75	135	50	85	955	0	30	1210	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.19	0.81	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3120	1155	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.06	0.05	0.04	0.04	0.06	0.34	0.00	0.02	0.42	0.06
Crit Volume:	113			75			85				605	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	130	195	115	150	465	15	55	0	160	70	5	125
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:	130	195	115	150	465	15	55	0	160	70	5	125
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:	130	195	115	150	465	15	55	0	160	70	5	125
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:	130	195	0	150	465	15	55	0	160	70	5	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	195	0	150	465	15	55	0	160	70	5	125
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
FinalVolume:	130	195	0	150	465	15	55	0	160	70	5	125
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.93	0.07	1.00
Final Sat.:	1375	2750	1375	2750	2664	86	1375	0	1375	1283	92	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.00	0.05	0.17	0.17	0.04	0.00	0.12	0.05	0.05	0.09
Crit Volume:	130			240					160		75	
Crit Moves:	****			****					****		****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.272
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1	0 1 0	1	0	0 1 0	0	0	0 0 1
Volume Module:												
Base Vol:	0	430	5	5	475	0	155	0	20	0	0	10
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	430	5	5	475	0	155	0	20	0	0	10
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	430	5	5	475	0	155	0	20	0	0	10
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	430	5	5	475	0	155	0	20	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	5	5	475	0	155	0	20	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	5	10	475	0	155	0	20	0	0	10
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	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	63	2937	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.08	0.16	0.00	0.10	0.00	0.01	0.00	0.00	0.01
Crit Volume:	0			243			155					10
Crit Moves:	****			****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St									PCH (PCH Ramp)					
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			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	0 0 0	1	0	0 0 1	1	0	2 0 0	0	0	2 1 0			
Volume Module:															
Base Vol:	0	0	0	125	0	140	210	1030	0	0	925	140			
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	0	0	125	0	140	210	1030	0	0	925	140			
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	0	0	125	0	140	210	1030	0	0	925	140			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	125	0	140	210	1030	0	0	925	140			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	125	0	140	210	1030	0	0	925	140			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	125	0	140	210	1030	0	0	925	140			
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.61	0.39			
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3713	562			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.10	0.15	0.36	0.00	0.00	0.25	0.25			
Crit Volume:	0			125			210					355			
Crit Moves:				****			****					****			

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	715	265	0	845	0	0	0	0	155	0	195
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	715	265	0	845	0	0	0	0	155	0	195
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	715	265	0	845	0	0	0	0	155	0	195
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	715	265	0	845	0	0	0	0	155	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	715	265	0	845	0	0	0	0	155	0	195
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
FinalVolume:	0	715	265	0	845	0	0	0	0	155	0	195
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	2.19	0.81	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3119	1156	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.20	0.00	0.00	0.00	0.00	0.11	0.00	0.14
Crit Volume:		327		0			0					195
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	25	5	315	35	130	130	655	5	10	700	295
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:	5	25	5	315	35	130	130	655	5	10	700	295
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:	5	25	5	315	35	130	130	655	5	10	700	295
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:	5	25	5	315	35	130	130	655	5	10	700	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	315	35	130	130	655	5	10	700	295
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
FinalVolume:	5	25	5	315	35	130	130	655	5	10	700	295
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.80	0.20	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2880	320	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.11	0.11	0.08	0.08	0.20	0.00	0.01	0.44	0.18
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp			(Alameda Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	710	120	360	1095	0	0	0	0	70	0	375
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	710	120	360	1095	0	0	0	0	70	0	375
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	710	120	360	1095	0	0	0	0	70	0	375
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:	0	710	120	360	1095	0	0	0	0	70	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	710	120	360	1095	0	0	0	0	70	0	375
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	710	120	360	1095	0	0	0	0	70	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.57	0.43	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4106	694	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.23	0.23	0.00	0.00	0.00	0.00	0.04	0.00	0.12
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	975	0	0	995	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:	0	0	0	0	0	0	5	975	0	0	995	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:	0	0	0	0	0	0	5	975	0	0	995	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:	0	0	0	0	0	0	5	975	0	0	995	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	975	0	0	995	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
FinalVolume:	0	0	0	0	0	0	5	975	0	0	995	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.39	0.00
Crit Moves:							****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	175	40	240	5	15	10	30	600	320	175	1045	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:	175	40	240	5	15	10	30	600	320	175	1045	5
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:	175	40	240	5	15	10	30	600	320	175	1045	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:	175	40	240	5	15	10	30	600	320	175	1045	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	40	240	5	15	10	30	600	320	175	1045	5
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
FinalVolume:	175	40	240	5	15	10	30	600	320	175	1045	5
OvlAdjVol:			65						212			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.63	0.37	2.00	0.17	0.50	0.33	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2605	595	2880	267	800	533	1600	3200	1600	2880	3185	15
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.08	0.02	0.02	0.02	0.02	0.19	0.20	0.06	0.33	0.33
OvlAdjV/S:			0.02						0.13			
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	Ferry St								Terminal Way			
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	185	95	0	0	210	860	770	0	110	0	0	20
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:	185	95	0	0	210	860	770	0	110	0	0	20
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:	185	95	0	0	210	860	770	0	110	0	0	20
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	185	95	0	0	210	860	770	0	0	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	95	0	0	210	860	770	0	0	0	0	20
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	185	95	0	0	210	860	770	0	0	0	0	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:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1375	2750	1375	1375	1375	1375	2750	0	1375	0	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.00	0.00	0.15	0.63	0.28	0.00	0.00	0.00	0.00	0.01
Crit Volume:	185				210		385					20
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
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							Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	126	780	60		28	548	460		180	4	246		10	4	15	
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:	126	780	60		28	548	460		180	4	246		10	4	15	
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:	126	780	60		28	548	460		180	4	246		10	4	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:	126	780	60		28	548	460		180	4	246		10	4	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	780	60		28	548	460		180	4	246		10	4	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	126	780	60		28	548	460		180	4	246		10	4	15	
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	2.79	0.21		1.00	1.09	0.91		2.00	0.02	0.98		0.71	0.29	1.00	
Final Sat.:	1375	3830	295		1375	1495	1255		2750	22	1353		982	393	1375	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.20	0.20		0.02	0.37	0.37		0.07	0.18	0.18		0.01	0.01	0.01	
Crit Volume:	126					504				250				14		
Crit Moves:	****					****				****				****		

Scenario Report

Scenario:	2025 CEQA Base MD
Command:	2025 CEQA Base MD Peak
Volume:	2025 CEQA Base MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	490	0	0	420	520	0	0	0	10	195	310	1950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	490	0	0	420	520	0	0	0	10	195	310	1950
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	430	5	0	490	285	0	0	0	0	1215
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	430	5	0	490	285	0	0	0	0	1215
#3 Seaside Ave / Navy Way													
Base	585	0	1175	0	0	0	0	1805	1135	0	1715	0	6415
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	585	0	1175	0	0	0	0	1805	1135	0	1715	0	6415
#4 Ferry St / SR 47 Ramps													
Base	0	475	785	5	340	0	0	0	0	910	0	5	2520
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	475	785	5	340	0	0	0	0	910	0	5	2520
#5 Anaheim St / Henry Ford Ave													
Base	240	185	90	165	250	105	125	1050	240	85	1070	145	3750
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	240	185	90	165	250	105	125	1050	240	85	1070	145	3750
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	35	10	30	0	15	195	35	140	75	240	210	985
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	35	10	30	0	15	195	35	140	75	240	210	985
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	110	0	115	230	965	0	0	870	180	2470
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	110	0	115	230	965	0	0	870	180	2470
#9 Alameda St / PCH Ramp (O St)													
Base	0	1060	225	0	950	0	0	0	0	125	0	280	2640
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1060	225	0	950	0	0	0	0	125	0	280	2640
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	230	30	90	150	580	10	10	590	420	2160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	230	30	90	150	580	10	10	590	420	2160

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1050	205	145	825	0	0	0	0	200	0	390	2815
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1050	205	145	825	0	0	0	0	200	0	390	2815
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	820	0	0	1020	0	1845
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	820	0	0	1020	0	1845
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	545	5	120	0	20	10	20	665	345	135	630	10	2505
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	545	5	120	0	20	10	20	665	345	135	630	10	2505
#14 Ferry St / Terminal Way													
Base	210	235	0	0	235	1020	1025	0	210	0	0	0	2935
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	235	0	0	235	1020	1025	0	210	0	0	0	2935
#15 Navy Way / Reeves Ave													
Base	68	1054	5	19	616	500	655	1	129	15	2	51	3115
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	68	1054	5	19	616	500	655	1	129	15	2	51	3115
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.408	A	xxxxx	0.408	+ 0.000
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000
# 14 Ferry St / Terminal Way	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000
# 15 Navy Way / Reeves Ave	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	5	490	0		0	420	520		0	0	0		10	195	310			
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:	5	490	0		0	420	520		0	0	0		10	195	310			
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:	5	490	0		0	420	520		0	0	0		10	195	310			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	5	490	0		0	420	520		0	0	0		10	195	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	5	490	0		0	420	520		0	0	0		10	195	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	5	490	0		0	420	520		0	0	0		10	195	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.15	0.00		0.00	0.13	0.18		0.00	0.00	0.00		0.01	0.06	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	5	0	430	5	0	490	285	0	0	0	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:	0	5	0	430	5	0	490	285	0	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:	0	5	0	430	5	0	490	285	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:	0	5	0	430	5	0	490	285	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	430	5	0	490	285	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
FinalVolume:	0	5	0	430	5	0	490	285	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3163	37	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.17	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Ferry St / SR 47 Ramps

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: 67 Level Of Service: B

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	475	785	5	340	0	0	0	0	910	0	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:	0	475	785	5	340	0	0	0	0	910	0	5
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	475	785	5	340	0	0	0	0	910	0	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:	0	475	785	5	340	0	0	0	0	910	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	475	785	5	340	0	0	0	0	910	0	5
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
FinalVolume:	0	475	785	5	340	0	0	0	0	910	0	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:	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	2834	0	16
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.55	0.00	0.12	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Crit Volume:		475		5					0	457		
Crit Moves:		****		****						****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	240	185	90	165	250	105	125	1050	240	85	1070	145
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:	240	185	90	165	250	105	125	1050	240	85	1070	145
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:	240	185	90	165	250	105	125	1050	240	85	1070	145
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:	240	185	90	165	250	105	125	1050	0	85	1070	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	185	90	165	250	105	125	1050	0	85	1070	145
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	240	185	90	165	250	105	125	1050	0	85	1070	145
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:	1.69	1.31	1.00	1.00	2.11	0.89	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2414	1861	1425	1425	3011	1264	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.12	0.08	0.08	0.09	0.37	0.00	0.06	0.38	0.10
Crit Volume:		142		165			125				535	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	35	10	30	0	15	195	35	140	75	240	210
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	35	10	30	0	15	195	35	140	75	240	210
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	35	10	30	0	15	195	35	140	75	240	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	35	0	30	0	15	195	35	140	75	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	35	0	30	0	15	195	35	140	75	240	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	35	0	30	0	15	195	35	140	75	240	210
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	2.00	1.00	2.00	1.00	1.00	1.00	0.20	0.80	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	275	1100	327	1048	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.01	0.00	0.01	0.14	0.13	0.13	0.23	0.23	0.15
Crit Volume:		18		15			195				315	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1	0 1 0	1 0	0 1	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95				25	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St								PCH (PCH Ramp)			
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0 0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	110	0	115	230	965	0	0	870	180
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	0	0	110	0	115	230	965	0	0	870	180
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	0	0	110	0	115	230	965	0	0	870	180
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	110	0	115	230	965	0	0	870	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	115	230	965	0	0	870	180
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
FinalVolume:	0	0	0	110	0	115	230	965	0	0	870	180
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.49	0.51
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3542	733
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.16	0.34	0.00	0.00	0.25	0.25
Crit Volume:		0		110			230					350
Crit Moves:				****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1060	225	0	950	0	0	0	0	125	0	280
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	1060	225	0	950	0	0	0	0	125	0	280
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	1060	225	0	950	0	0	0	0	125	0	280
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	1060	225	0	950	0	0	0	0	125	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1060	225	0	950	0	0	0	0	125	0	280
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
FinalVolume:	0	1060	225	0	950	0	0	0	0	125	0	280
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3526	749	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.00	0.22	0.00	0.00	0.00	0.00	0.09	0.00	0.20
Crit Volume:		428			0			0				280
Crit Moves:		****			****							****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	230	30	90	150	580	10	10	590	420
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:	10	25	15	230	30	90	150	580	10	10	590	420
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:	10	25	15	230	30	90	150	580	10	10	590	420
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:	10	25	15	230	30	90	150	580	10	10	590	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	230	30	90	150	580	10	10	590	420
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
FinalVolume:	10	25	15	230	30	90	150	580	10	10	590	420
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.77	0.23	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2831	369	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.08	0.08	0.06	0.09	0.18	0.01	0.01	0.37	0.26
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0 0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1050	205	145	825	0	0	0	0	200	0	390
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	1050	205	145	825	0	0	0	0	200	0	390
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	1050	205	145	825	0	0	0	0	200	0	390
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:	0	1050	205	145	825	0	0	0	0	200	0	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1050	205	145	825	0	0	0	0	200	0	390
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1050	205	145	825	0	0	0	0	200	0	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.51	0.49	1.00	3.00	0.00	0.00	0.00	0.00	1.02	0.00	1.98
Final Sat.:	0	4016	784	1600	4800	0	0	0	0	1627	0	3173
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.09	0.17	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Intermodal Way									Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit					
Rights:	Include			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0 0	0	0 0	0	0	0 1	1	0	2 0	0	0	2 0 1			
Volume Module:															
Base Vol:	0	0	0	0	0	5	0	820	0	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	0	1020	0		
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:	0	0	0	0	0	5	0	820	0	0	0	1020	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:	0	0	0	0	0	5	0	820	0	0	0	1020	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	0	0	5	0	820	0	0	0	1020	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			
FinalVolume:	0	0	0	0	0	5	0	820	0	0	0	1020	0		
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80			
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00			
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.40	0.00			
Crit Moves:				****			****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 0	1 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	545	5	120	0	20	10	20	665	345	135	630	10
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:	545	5	120	0	20	10	20	665	345	135	630	10
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:	545	5	120	0	20	10	20	665	345	135	630	10
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:	545	5	120	0	20	10	20	665	345	135	630	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	545	5	120	0	20	10	20	665	345	135	630	10
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
FinalVolume:	545	5	120	0	20	10	20	665	345	135	630	10
OvlAdjVol:			0						70			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		0.90	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00
Lanes:	1.98	0.02	2.00	0.00	0.67	0.33	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	3171	29	2880	0	1067	533	1600	3200	1600	2880	3150	50
Capacity Analysis Module:												
Vol/Sat:	0.17 0.17		0.04	0.00 0.02		0.02	0.01 0.21		0.22	0.05 0.20		0.20
OvlAdjV/S:			0.00						0.04			
Crit Moves:	****				****		****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 Level Of Service: D

Street Name:	Ferry St								Terminal Way			
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	0 1	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	210	235	0	0	235	1020	1025	0	210	0	0	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:	210	235	0	0	235	1020	1025	0	210	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:	210	235	0	0	235	1020	1025	0	210	0	0	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	210	235	0	0	235	1020	1025	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	235	0	0	235	1020	1025	0	0	0	0	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	210	235	0	0	235	1020	1025	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15 0.08		0.00	0.00 0.16		0.72	0.36	0.00	0.00	0.00 0.00		0.00
Crit Volume:	210					1020	0				0	
Crit Moves:	****					****	****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	1 1	0	2 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	68	1054	5	19	616	500	655	1	129	15	2	51
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:	68	1054	5	19	616	500	655	1	129	15	2	51
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:	68	1054	5	19	616	500	655	1	129	15	2	51
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:	68	1054	5	19	616	500	655	1	129	15	2	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1054	5	19	616	500	655	1	129	15	2	51
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
FinalVolume:	68	1054	5	19	616	500	655	1	129	15	2	51
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	2.99	0.01	1.00	1.10	0.90	2.00	0.01	0.99	0.88	0.12	1.00
Final Sat.:	1375	4106	19	1375	1518	1232	2750	11	1364	1213	162	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.01	0.41	0.41	0.24	0.09	0.09	0.01	0.01	0.04
Crit Volume:	68					558	328					51
Crit Moves:	****					****	****					****

Scenario Report

Scenario:	2025 CEQA Base PM
Command:	2025 CEQA Base PM Peak
Volume:	2025 CEQA Base PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	485	0	0	155	620	0	0	0	15	265	335	1885
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	485	0	0	155	620	0	0	0	15	265	335	1885
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	295	0	0	490	360	0	0	0	0	1155
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	295	0	0	490	360	0	0	0	0	1155
#3 Seaside Ave / Navy Way													
Base	600	0	1045	0	0	0	0	2580	860	0	2445	0	7530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	600	0	1045	0	0	0	0	2580	860	0	2445	0	7530
#4 Ferry St / SR 47 Ramps													
Base	0	625	510	5	430	0	0	0	0	435	0	5	2010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	625	510	5	430	0	0	0	0	435	0	5	2010
#5 Anaheim St / Henry Ford Ave													
Base	335	250	200	225	220	70	100	1285	235	80	1455	195	4650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	335	250	200	225	220	70	100	1285	235	80	1455	195	4650
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	290	35	105	330	50	70	0	15	95	0	395	1395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	290	35	105	330	50	70	0	15	95	0	395	1395
#7 Alameda Street / Henry Ford Avenue													
Base	0	635	20	10	200	0	135	0	5	20	5	35	1065
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	635	20	10	200	0	135	0	5	20	5	35	1065
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	150	0	215	245	1420	0	0	1200	205	3435
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	150	0	215	245	1420	0	0	1200	205	3435
#9 Alameda St / PCH Ramp (O St)													
Base	0	1085	365	0	960	0	0	0	0	240	0	205	2855
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1085	365	0	960	0	0	0	0	240	0	205	2855
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	195	20	130	215	960	0	5	715	395	2700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	195	20	130	215	960	0	5	715	395	2700

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1235	120	225	595	0	0	0	0	80	0	565	2820
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1235	120	225	595	0	0	0	0	80	0	565	2820
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1175	0	0	1110	0	2285
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1175	0	0	1110	0	2285
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	465	5	355	10	0	10	0	1185	250	160	725	0	3165
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	465	5	355	10	0	10	0	1185	250	160	725	0	3165
#14 Ferry St / Terminal Way													
Base	15	185	0	0	190	675	945	0	225	0	0	0	2235
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	185	0	0	190	675	945	0	225	0	0	0	2235
#15 Navy Way / Reeves Ave													
Base	18	1045	0	16	429	420	525	0	5	0	2	75	2535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	1045	0	16	429	420	525	0	5	0	2	75	2535
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.365	A	xxxxx	0.365	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000
# 5 Anaheim St / Henry Ford Ave	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.348	A	xxxxx	0.348	+ 0.000
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.508	A	xxxxx	0.508	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000
# 15 Navy Way / Reeves Ave	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	10	485	0		0	155	620		0	0	0		15	265	335			
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:	10	485	0		0	155	620		0	0	0		15	265	335			
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:	10	485	0		0	155	620		0	0	0		15	265	335			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	10	485	0		0	155	620		0	0	0		15	265	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	10	485	0		0	155	620		0	0	0		15	265	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	10	485	0		0	155	620		0	0	0		15	265	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.15	0.00		0.00	0.05	0.22		0.00	0.00	0.00		0.01	0.08	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	295	0	0	490	360	0	0	0	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:	0	5	5	295	0	0	490	360	0	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:	0	5	5	295	0	0	490	360	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:	0	5	5	295	0	0	490	360	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	295	0	0	490	360	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
FinalVolume:	0	5	5	295	0	0	490	360	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.17	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	625	510	5	430	0	0	0	0	435	0	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:	0	625	510	5	430	0	0	0	0	435	0	5
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	625	510	5	430	0	0	0	0	435	0	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:	0	625	510	5	430	0	0	0	0	435	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	625	510	5	430	0	0	0	0	435	0	5
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
FinalVolume:	0	625	510	5	430	0	0	0	0	435	0	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:	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	0.44	0.36	0.00	0.15	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Volume:		625			5				0	220		
Crit Moves:		****			****					****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	335	250	200	225	220	70	100	1285	235	80	1455	195
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:	335	250	200	225	220	70	100	1285	235	80	1455	195
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:	335	250	200	225	220	70	100	1285	235	80	1455	195
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:	335	250	200	225	220	70	100	1285	0	80	1455	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	250	200	225	220	70	100	1285	0	80	1455	195
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	335	250	200	225	220	70	100	1285	0	80	1455	195
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:	1.72	1.28	1.00	1.00	2.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2448	1827	1425	1425	3243	1032	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.16	0.07	0.07	0.07	0.45	0.00	0.06	0.51	0.14
Crit Volume:			200	225			100				728	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	290	35	105	330	50	70	0	15	95	0	395
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:	10	290	35	105	330	50	70	0	15	95	0	395
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:	10	290	35	105	330	50	70	0	15	95	0	395
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:	10	290	0	105	330	50	70	0	15	95	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	290	0	105	330	50	70	0	15	95	0	395
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
FinalVolume:	10	290	0	105	330	50	70	0	15	95	0	395
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2388	362	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.29
Crit Volume:	10				190		70					395
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	635	20	10	200	0	135	0	5	20	5	35
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	635	20	10	200	0	135	0	5	20	5	35
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	635	20	10	200	0	135	0	5	20	5	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	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	635	20	10	200	0	135	0	5	20	5	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	20	10	200	0	135	0	5	20	5	35
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	635	20	40	200	0	135	0	5	20	5	35
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	1.00	0.44	1.56	0.00	1.00	0.00	1.00	0.33	0.08	0.59
Final Sat.:	0	3000	1500	667	2333	0	1500	0	1500	500	125	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.01	0.01	0.09	0.00	0.09	0.00	0.00	0.04	0.04	0.04
Crit Volume:		318		10			135				60	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Alameda St									PCH (PCH Ramp)					
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			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	2	1 0
Volume Module:															
Base Vol:	0	0	0	150	0	215	245	1420	0	0	0	1200	205		
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		
Initial Bse:	0	0	0	150	0	215	245	1420	0	0	0	1200	205		
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:	0	0	0	150	0	215	245	1420	0	0	0	1200	205		
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:	0	0	0	150	0	215	245	1420	0	0	0	1200	205		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	150	0	215	245	1420	0	0	0	1200	205		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	0	0	150	0	215	245	1420	0	0	0	1200	205		
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44			
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3651	624			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.17	0.50	0.00	0.00	0.33	0.33			
Crit Volume:		0		150			245				468				
Crit Moves:				****			****				****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1085	365	0	960	0	0	0	0	240	0	205
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	1085	365	0	960	0	0	0	0	240	0	205
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	1085	365	0	960	0	0	0	0	240	0	205
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	1085	365	0	960	0	0	0	0	240	0	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1085	365	0	960	0	0	0	0	240	0	205
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
FinalVolume:	0	1085	365	0	960	0	0	0	0	240	0	205
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	2.24	0.76	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3199	1076	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.00	0.22	0.00	0.00	0.00	0.00	0.17	0.00	0.14
Crit Volume:		483			0			0		240		
Crit Moves:		****			****					****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	195	20	130	215	960	0	5	715	395
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:	5	40	20	195	20	130	215	960	0	5	715	395
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:	5	40	20	195	20	130	215	960	0	5	715	395
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:	5	40	20	195	20	130	215	960	0	5	715	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	195	20	130	215	960	0	5	715	395
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
FinalVolume:	5	40	20	195	20	130	215	960	0	5	715	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2902	298	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.13	0.30	0.00	0.00	0.45	0.25
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1235	120	225	595	0	0	0	0	80	0	565
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	1235	120	225	595	0	0	0	0	80	0	565
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	1235	120	225	595	0	0	0	0	80	0	565
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:	0	1235	120	225	595	0	0	0	0	80	0	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1235	120	225	595	0	0	0	0	80	0	565
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1235	120	225	595	0	0	0	0	80	0	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.73	0.27	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4375	425	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.14	0.12	0.00	0.00	0.00	0.00	0.05	0.00	0.18
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Intermodal Way								Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1175	0	0	1110	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:	0	0	0	0	0	0	0	1175	0	0	1110	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:	0	0	0	0	0	0	0	1175	0	0	1110	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:	0	0	0	0	0	0	0	1175	0	0	1110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1175	0	0	1110	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
FinalVolume:	0	0	0	0	0	0	0	1175	0	0	1110	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.43	0.00
Crit Moves:								****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	465	5	355	10	0	10	0	1185	250	160	725	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:	465	5	355	10	0	10	0	1185	250	160	725	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:	465	5	355	10	0	10	0	1185	250	160	725	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:	465	5	355	10	0	10	0	1185	250	160	725	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	5	355	10	0	10	0	1185	250	160	725	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
FinalVolume:	465	5	355	10	0	10	0	1185	250	160	725	0
OvlAdjVol:			195						15			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.50	0.00	0.50	1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3166	34	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.12	0.01	0.00	0.01	0.00	0.37	0.16	0.06	0.23	0.00
OvlAdjV/S:			0.07						0.01			
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Ferry St								Terminal Way			
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	15	185	0	0	190	675	945	0	225	0	0	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:	15	185	0	0	190	675	945	0	225	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:	15	185	0	0	190	675	945	0	225	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	15	185	0	0	190	675	945	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	185	0	0	190	675	945	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	15	185	0	0	190	675	945	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.00	0.00	0.13	0.47	0.33	0.00	0.00	0.00	0.00	0.00
Crit Volume:	15					675	0				0	
Crit Moves:	****					****	****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	18	1045	0		16	429	420		525	0	5		0	2	75	
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:	18	1045	0		16	429	420		525	0	5		0	2	75	
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:	18	1045	0		16	429	420		525	0	5		0	2	75	
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:	18	1045	0		16	429	420		525	0	5		0	2	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	1045	0		16	429	420		525	0	5		0	2	75	
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	
FinalVolume:	18	1045	0		16	429	420		525	0	5		0	2	75	
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	3.00	0.00		1.00	1.01	0.99		2.00	0.00	1.00		0.00	1.00	1.00	
Final Sat.:	1375	4125	0		1375	1390	1360		2750	0	1375		0	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.25	0.00		0.01	0.31	0.31		0.19	0.00	0.00		0.00	0.00	0.05	
Crit Volume:	18					425			263						75	
Crit Moves:	****					****			****						****	

Scenario Report

Scenario:	2027 CEQA Base AM
Command:	2027 CEQA Base AM Peak
Volume:	2027 CEQA Base AM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	335	0	0	305	790	0	0	0	15	385	360	2195
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	335	0	0	305	790	0	0	0	15	385	360	2195
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	0	0	320	0	0	340	300	0	0	0	0	960
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	320	0	0	340	300	0	0	0	0	960
#3 Seaside Ave / Navy Way													
Base	315	0	700	0	0	0	0	2390	1060	0	2470	0	6935
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	315	0	700	0	0	0	0	2390	1060	0	2470	0	6935
#4 Ferry St / SR 47 Ramps													
Base	0	305	605	30	445	0	0	0	0	670	0	5	2060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	305	605	30	445	0	0	0	0	670	0	5	2060
#5 Anaheim St / Henry Ford Ave													
Base	285	60	80	70	125	60	90	1000	335	25	1265	70	3465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	285	60	80	70	125	60	90	1000	335	25	1265	70	3465
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	135	255	135	135	510	15	55	0	170	85	5	140	1640
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	255	135	135	510	15	55	0	170	85	5	140	1640
#7 Alameda Street / Henry Ford Avenue													
Base	0	435	5	5	495	0	190	0	35	0	0	10	1175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	435	5	5	495	0	190	0	35	0	0	10	1175
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	125	0	140	210	1095	0	0	990	140	2700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	140	210	1095	0	0	990	140	2700
#9 Alameda St / PCH Ramp (O St)													
Base	0	780	265	0	885	0	0	0	0	165	0	185	2280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	780	265	0	885	0	0	0	0	165	0	185	2280
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	25	5	325	35	130	135	690	5	10	710	310	2385
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	25	5	325	35	130	135	690	5	10	710	310	2385

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	755	135	355	1135	0	0	0	0	85	0	385	2850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	755	135	355	1135	0	0	0	0	85	0	385	2850
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	5	1020	0	0	1025	0	2050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	1020	0	0	1025	0	2050
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	180	35	250	5	15	10	30	640	320	170	1100	5	2760
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	35	250	5	15	10	30	640	320	170	1100	5	2760
#14 Ferry St / Terminal Way													
Base	180	95	0	0	215	900	795	0	110	0	0	20	2315
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	95	0	0	215	900	795	0	110	0	0	20	2315
#15 Navy Way / Reeves Ave													
Base	126	827	50	28	568	465	170	4	376	10	4	18	2646
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	126	827	50	28	568	465	170	4	376	10	4	18	2646
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.548	A	xxxxx	0.548	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.318	A	xxxxx	0.318	+ 0.000
# 4 Ferry St / SR 47 Ramps	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000
# 5 Anaheim St / Henry Ford Ave	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.302	A	xxxxx	0.302	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.524	A	xxxxx	0.524	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000
# 15 Navy Way / Reeves Ave	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	5	335	0		0	305	790		0	0	0		15	385	360			
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:	5	335	0		0	305	790		0	0	0		15	385	360			
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:	5	335	0		0	305	790		0	0	0		15	385	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	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	5	335	0		0	305	790		0	0	0		15	385	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	5	335	0		0	305	790		0	0	0		15	385	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	5	335	0		0	305	790		0	0	0		15	385	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.10	0.00		0.00	0.10	0.27		0.00	0.00	0.00		0.01	0.12	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	320	0	0	340	300	0	0	0	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:	0	0	0	320	0	0	340	300	0	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:	0	0	0	320	0	0	340	300	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:	0	0	0	320	0	0	340	300	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	0	340	300	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
FinalVolume:	0	0	0	320	0	0	340	300	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.12	0.09	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Ferry St								Vincent Thomas Bridge EB Off Ramp			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	305	605	30	445	0	0	0	0	670	0	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:	0	305	605	30	445	0	0	0	0	670	0	5
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	305	605	30	445	0	0	0	0	670	0	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:	0	305	605	30	445	0	0	0	0	670	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	305	605	30	445	0	0	0	0	670	0	5
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
FinalVolume:	0	305	605	30	445	0	0	0	0	670	0	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:	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	2829	0	21
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.42	0.02	0.16	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Volume:		305		30					0	337		
Crit Moves:		****		****						****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
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	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:	285	60	80	70	125	60	90	1000	335	25	1265	70
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:	285	60	80	70	125	60	90	1000	335	25	1265	70
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:	285	60	80	70	125	60	90	1000	335	25	1265	70
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:	285	60	80	70	125	60	90	1000	0	25	1265	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	60	80	70	125	60	90	1000	0	25	1265	70
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	285	60	80	70	125	60	90	1000	0	25	1265	70
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	1.00	1.00	1.00	2.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	2889	1386	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.06	0.05	0.04	0.04	0.06	0.35	0.00	0.02	0.44	0.05
Crit Volume:	143			70			90				633	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	135	255	135	135	510	15	55	0	170	85	5	140
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:	135	255	135	135	510	15	55	0	170	85	5	140
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:	135	255	135	135	510	15	55	0	170	85	5	140
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:	135	255	0	135	510	15	55	0	170	85	5	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	255	0	135	510	15	55	0	170	85	5	140
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
FinalVolume:	135	255	0	135	510	15	55	0	170	85	5	140
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	2.00	1.00	2.00	1.94	0.06	1.00	0.00	1.00	0.94	0.06	1.00
Final Sat.:	1375	2750	1375	2750	2671	79	1375	0	1375	1299	76	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.00	0.05	0.19	0.19	0.04	0.00	0.12	0.07	0.07	0.10
Crit Volume:	135			263					170		90	
Crit Moves:	****			****					****		****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1	0 1 0	1	0	0 1 0	0	0	0 0 1
Volume Module:												
Base Vol:	0	435	5	5	495	0	190	0	35	0	0	10
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	435	5	5	495	0	190	0	35	0	0	10
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	435	5	5	495	0	190	0	35	0	0	10
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	435	5	5	495	0	190	0	35	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	5	5	495	0	190	0	35	0	0	10
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	435	5	10	495	0	190	0	35	0	0	10
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	1.00	0.04	1.96	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	61	2939	0	1500	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.08	0.17	0.00	0.13	0.00	0.02	0.00	0.00	0.01
Crit Volume:	0			253			190					10
Crit Moves:	****			****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St									PCH (PCH Ramp)					
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			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0
Volume Module:															
Base Vol:	0	0	0	125	0	140	210	1095	0	0	990	140			
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	0	0	125	0	140	210	1095	0	0	990	140			
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	0	0	125	0	140	210	1095	0	0	990	140			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	125	0	140	210	1095	0	0	990	140			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	125	0	140	210	1095	0	0	990	140			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	125	0	140	210	1095	0	0	990	140			
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.63	0.37			
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3745	530			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.10	0.15	0.38	0.00	0.00	0.26	0.26			
Crit Volume:	0			125			210				377				
Crit Moves:				****			****				****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	780	265	0	885	0	0	0	0	165	0	185
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	780	265	0	885	0	0	0	0	165	0	185
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	780	265	0	885	0	0	0	0	165	0	185
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	780	265	0	885	0	0	0	0	165	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	780	265	0	885	0	0	0	0	165	0	185
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
FinalVolume:	0	780	265	0	885	0	0	0	0	165	0	185
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	2.24	0.76	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3191	1084	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.21	0.00	0.00	0.00	0.00	0.12	0.00	0.13
Crit Volume:		348			0			0				185
Crit Moves:		****			****							****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	1 0	0 1	1	0	2 0	1	0	1 0 1
Volume Module:												
Base Vol:	5	25	5	325	35	130	135	690	5	10	710	310
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:	5	25	5	325	35	130	135	690	5	10	710	310
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:	5	25	5	325	35	130	135	690	5	10	710	310
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:	5	25	5	325	35	130	135	690	5	10	710	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	325	35	130	135	690	5	10	710	310
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
FinalVolume:	5	25	5	325	35	130	135	690	5	10	710	310
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.28	1.43	0.29	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	457	2286	457	2889	311	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.11	0.11	0.08	0.08	0.22	0.00	0.01	0.44	0.19
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0 0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	755	135	355	1135	0	0	0	0	85	0	385
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	755	135	355	1135	0	0	0	0	85	0	385
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	755	135	355	1135	0	0	0	0	85	0	385
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:	0	755	135	355	1135	0	0	0	0	85	0	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	755	135	355	1135	0	0	0	0	85	0	385
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	755	135	355	1135	0	0	0	0	85	0	385
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.54	0.46	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4072	728	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.22	0.24	0.00	0.00	0.00	0.00	0.05	0.00	0.12
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	5	1020	0	0	1025	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:	0	0	0	0	0	0	5	1020	0	0	1025	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:	0	0	0	0	0	0	5	1020	0	0	1025	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:	0	0	0	0	0	0	5	1020	0	0	1025	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	5	1020	0	0	1025	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
FinalVolume:	0	0	0	0	0	0	5	1020	0	0	1025	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.40	0.00
Crit Moves:							****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	180	35	250	5	15	10	30	640	320	170	1100	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:	180	35	250	5	15	10	30	640	320	170	1100	5
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:	180	35	250	5	15	10	30	640	320	170	1100	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:	180	35	250	5	15	10	30	640	320	170	1100	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	35	250	5	15	10	30	640	320	170	1100	5
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
FinalVolume:	180	35	250	5	15	10	30	640	320	170	1100	5
OvlAdjVol:			80						212			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.67	0.33	2.00	0.17	0.50	0.33	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2679	521	2880	267	800	533	1600	3200	1600	2880	3186	14
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.09	0.02	0.02	0.02	0.02	0.20	0.20	0.06	0.35	0.35
OvlAdjV/S:			0.03						0.13			
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Ferry St / Terminal Way

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: 56 Level Of Service: A

Street Name:	Ferry St								Terminal Way			
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	180	95	0	0	215	900	795	0	110	0	0	20
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:	180	95	0	0	215	900	795	0	110	0	0	20
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:	180	95	0	0	215	900	795	0	110	0	0	20
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	180	95	0	0	215	900	795	0	0	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	95	0	0	215	900	795	0	0	0	0	20
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	180	95	0	0	215	900	795	0	0	0	0	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:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1375	2750	1375	1375	1375	1375	2750	0	1375	0	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.00	0.00	0.16	0.65	0.29	0.00	0.00	0.00	0.00	0.01
Crit Volume:	180				215		397					20
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Navy Way / Reeves Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	126	827	50		28	568	465		170	4	376		10	4	18	
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:	126	827	50		28	568	465		170	4	376		10	4	18	
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:	126	827	50		28	568	465		170	4	376		10	4	18	
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:	126	827	50		28	568	465		170	4	376		10	4	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	827	50		28	568	465		170	4	376		10	4	18	
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	
FinalVolume:	126	827	50		28	568	465		170	4	376		10	4	18	
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	2.83	0.17		1.00	1.10	0.90		2.00	0.01	0.99		0.71	0.29	1.00	
Final Sat.:	1375	3890	235		1375	1512	1238		2750	14	1361		982	393	1375	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.21	0.21		0.02	0.38	0.38		0.06	0.28	0.28		0.01	0.01	0.01	
Crit Volume:	126						517			380				14		
Crit Moves:	****						****			****				****		

Scenario Report

Scenario:	2027 CEQA Base MD
Command:	2027 CEQA Base MD Peak
Volume:	2027 CEQA Base MD Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	5	490	0	0	425	585	0	0	0	10	210	335	2060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	490	0	0	425	585	0	0	0	10	210	335	2060
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	0	435	5	0	490	285	0	0	0	0	1220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	435	5	0	490	285	0	0	0	0	1220
#3 Seaside Ave / Navy Way													
Base	645	0	1155	0	0	0	0	1895	1165	0	1770	0	6630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	645	0	1155	0	0	0	0	1895	1165	0	1770	0	6630
#4 Ferry St / SR 47 Ramps													
Base	0	560	765	5	340	0	0	0	0	960	0	5	2635
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	560	765	5	340	0	0	0	0	960	0	5	2635
#5 Anaheim St / Henry Ford Ave													
Base	250	180	85	160	245	110	135	1095	250	80	1120	140	3850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	180	85	160	245	110	135	1095	250	80	1120	140	3850
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	0	35	10	30	0	15	195	35	135	75	240	210	980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	35	10	30	0	15	195	35	135	75	240	210	980
#7 Alameda Street / Henry Ford Avenue													
Base	0	550	35	5	340	0	95	5	5	0	5	20	1060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	35	5	340	0	95	5	5	0	5	20	1060
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	115	0	115	235	995	0	0	915	185	2560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	115	0	115	235	995	0	0	915	185	2560
#9 Alameda St / PCH Ramp (O St)													
Base	0	1115	230	0	985	0	0	0	0	145	0	280	2755
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1115	230	0	985	0	0	0	0	145	0	280	2755
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	10	25	15	250	30	95	150	610	10	10	615	425	2245
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	25	15	250	30	95	150	610	10	10	615	425	2245

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1095	225	155	865	0	0	0	0	210	0	395	2945
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1095	225	155	865	0	0	0	0	210	0	395	2945
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	5	0	875	0	0	1055	0	1935
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	875	0	0	1055	0	1935
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	540	5	120	0	20	10	20	700	345	135	665	10	2570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	540	5	120	0	20	10	20	700	345	135	665	10	2570
#14 Ferry St / Terminal Way													
Base	195	235	0	0	235	1065	1090	0	160	0	0	0	2980
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	195	235	0	0	235	1065	1090	0	160	0	0	0	2980
#15 Navy Way / Reeves Ave													
Base	63	1095	5	8	648	510	655	1	114	15	2	50	3166
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	63	1095	5	8	648	510	655	1	114	15	2	50	3166
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000
# 4 Ferry St / SR 47 Ramps	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000
# 5 Anaheim St / Henry Ford Ave	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000
# 8 PCH/Alameda Ramp (O St)	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.511	A	xxxxx	0.511	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000
# 14 Ferry St / Terminal Way	D	xxxxx	0.884	D	xxxxx	0.884	+ 0.000
# 15 Navy Way / Reeves Ave	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	5	490	0		0	425	585		0	0	0		10	210	335			
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:	5	490	0		0	425	585		0	0	0		10	210	335			
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:	5	490	0		0	425	585		0	0	0		10	210	335			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	5	490	0		0	425	585		0	0	0		10	210	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	5	490	0		0	425	585		0	0	0		10	210	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	5	490	0		0	425	585		0	0	0		10	210	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.15	0.00		0.00	0.13	0.20		0.00	0.00	0.00		0.01	0.07	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	5	0	435	5	0	490	285	0	0	0	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:	0	5	0	435	5	0	490	285	0	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:	0	5	0	435	5	0	490	285	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:	0	5	0	435	5	0	490	285	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	435	5	0	490	285	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
FinalVolume:	0	5	0	435	5	0	490	285	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.98	0.02	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3164	36	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.17	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	560	765	5	340	0	0	0	0	960	0	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:	0	560	765	5	340	0	0	0	0	960	0	5
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	560	765	5	340	0	0	0	0	960	0	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:	0	560	765	5	340	0	0	0	0	960	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	560	765	5	340	0	0	0	0	960	0	5
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
FinalVolume:	0	560	765	5	340	0	0	0	0	960	0	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:	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	0.39	0.54	0.00	0.12	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Crit Volume:		560		5				0		483		
Crit Moves:		****		****						****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	250	180	85	160	245	110	135	1095	250	80	1120	140
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:	250	180	85	160	245	110	135	1095	250	80	1120	140
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:	250	180	85	160	245	110	135	1095	250	80	1120	140
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:	250	180	85	160	245	110	135	1095	0	80	1120	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	180	85	160	245	110	135	1095	0	80	1120	140
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	180	85	160	245	110	135	1095	0	80	1120	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.74	1.26	1.00	1.00	2.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2485	1790	1425	1425	2950	1325	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.11	0.08	0.08	0.09	0.38	0.00	0.06	0.39	0.10
Crit Volume:		143		160			135				560	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	35	10	30	0	15	195	35	135	75	240	210
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	35	10	30	0	15	195	35	135	75	240	210
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	35	10	30	0	15	195	35	135	75	240	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	35	0	30	0	15	195	35	135	75	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	35	0	30	0	15	195	35	135	75	240	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	35	0	30	0	15	195	35	135	75	240	210
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	2.00	1.00	2.00	1.00	1.00	1.00	0.21	0.79	0.24	0.76	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	283	1092	327	1048	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.01	0.00	0.01	0.14	0.12	0.12	0.23	0.23	0.15
Crit Volume:		18		15			195				315	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1	0 1 0	1 0	0	1 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	20
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	550	35	5	340	0	95	5	5	0	5	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:	0	550	35	5	340	0	95	5	5	0	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	35	5	340	0	95	5	5	0	5	20
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	35	10	340	0	95	5	5	0	5	20
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	1.00	0.06	1.94	0.00	1.00	0.50	0.50	0.00	0.20	0.80
Final Sat.:	0	3000	1500	88	2912	0	1500	750	750	0	300	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.06	0.12	0.00	0.06	0.01	0.01	0.00	0.02	0.02
Crit Volume:		275		5			95				25	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St									PCH (PCH Ramp)					
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			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0 0	0	0 0	1	0	0 0 1	1	0	2 0	0	0	2 1	0		
Volume Module:															
Base Vol:	0	0	0	115	0	115	235	995	0	0	915	185			
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	0	0	115	0	115	235	995	0	0	915	185			
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	0	0	115	0	115	235	995	0	0	915	185			
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	115	0	115	235	995	0	0	915	185			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	115	0	115	235	995	0	0	915	185			
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			
FinalVolume:	0	0	0	115	0	115	235	995	0	0	915	185			
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50			
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3556	719			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.16	0.35	0.00	0.00	0.26	0.26			
Crit Volume:		0		115			235					367			
Crit Moves:				****			****					****			

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1115	230	0	985	0	0	0	0	145	0	280
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	1115	230	0	985	0	0	0	0	145	0	280
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	1115	230	0	985	0	0	0	0	145	0	280
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	1115	230	0	985	0	0	0	0	145	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1115	230	0	985	0	0	0	0	145	0	280
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
FinalVolume:	0	1115	230	0	985	0	0	0	0	145	0	280
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	2.49	0.51	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3544	731	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.23	0.00	0.00	0.00	0.00	0.10	0.00	0.20
Crit Volume:			448	0			0					280
Crit Moves:			****	****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	10	25	15	250	30	95	150	610	10	10	615	425
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:	10	25	15	250	30	95	150	610	10	10	615	425
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:	10	25	15	250	30	95	150	610	10	10	615	425
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:	10	25	15	250	30	95	150	610	10	10	615	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	15	250	30	95	150	610	10	10	615	425
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
FinalVolume:	10	25	15	250	30	95	150	610	10	10	615	425
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.40	1.00	0.60	1.79	0.21	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	640	1600	960	2857	343	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.09	0.09	0.06	0.09	0.19	0.01	0.01	0.38	0.27
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	1095	225	155	865	0	0	0	0	210	0	395
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	1095	225	155	865	0	0	0	0	210	0	395
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	1095	225	155	865	0	0	0	0	210	0	395
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:	0	1095	225	155	865	0	0	0	0	210	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1095	225	155	865	0	0	0	0	210	0	395
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1095	225	155	865	0	0	0	0	210	0	395
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.49	0.51	1.00	3.00	0.00	0.00	0.00	0.00	1.04	xxxx	1.96
Final Sat.:	0	3982	818	1600	4800	0	0	0	0	1666	0	3134
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.27	0.10	0.18	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Intermodal Way						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	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:	0	0	0	0	0	5	0	875	0	0	1055	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	5	0	875	0	0	1055	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
FinalVolume:	0	0	0	0	0	5	0	875	0	0	1055	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1280	1280	2560	0	0	2560	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.41	0.00
Crit Moves:					****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 2	0	0 0	1 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	540	5	120	0	20	10	20	700	345	135	665	10
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:	540	5	120	0	20	10	20	700	345	135	665	10
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:	540	5	120	0	20	10	20	700	345	135	665	10
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:	540	5	120	0	20	10	20	700	345	135	665	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	5	120	0	20	10	20	700	345	135	665	10
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
FinalVolume:	540	5	120	0	20	10	20	700	345	135	665	10
OvlAdjVol:			0						72			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.67	0.33	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	3171	29	2880	0	1067	533	1600	3200	1600	2880	3153	47
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.04	0.00	0.02	0.02	0.01	0.22	0.22	0.05	0.21	0.21
OvlAdjV/S:			0.00						0.05			
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Ferry St / Terminal Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Ferry St						Terminal Way					
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	195	235	0	0	235	1065	1090	0	160	0	0	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:	195	235	0	0	235	1065	1090	0	160	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:	195	235	0	0	235	1065	1090	0	160	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	195	235	0	0	235	1065	1090	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	235	0	0	235	1065	1090	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	195	235	0	0	235	1065	1090	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.00	0.00	0.16	0.75	0.38	0.00	0.00	0.00	0.00	0.00
Crit Volume:	195					1065	0				0	
Crit Moves:	****					****	****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Navy Way						Reeves Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	1 1	0	2 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	63 1095	5		8 648	510		655	1	114	15	2	50
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:	63 1095	5		8 648	510		655	1	114	15	2	50
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:	63 1095	5		8 648	510		655	1	114	15	2	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:	63 1095	5		8 648	510		655	1	114	15	2	50
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Reduced Vol:	63 1095	5		8 648	510		655	1	114	15	2	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	
FinalVolume:	63 1095	5		8 648	510		655	1	114	15	2	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:	1.00 2.99	0.01		1.00 1.12	0.88		2.00 0.01	0.99		0.88 0.12	1.00	
Final Sat.:	1375 4106	19		1375 1539	1211		2750 12	1363		1213 162	1375	
Capacity Analysis Module:												
Vol/Sat:	0.05 0.27	0.27		0.01 0.42	0.42		0.24 0.08	0.08		0.01 0.01	0.04	
Crit Volume:	63			579			328				50	
Crit Moves:	****			****			****				****	

Scenario Report

Scenario:	2027 CEQA Base PM
Command:	2027 CEQA Base PM Peak
Volume:	2027 CEQA Base PM Peak
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Ocean Blvd / Terminal Island Fwy (N)													
Base	10	495	0	0	165	635	0	0	0	15	280	360	1960
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	495	0	0	165	635	0	0	0	15	280	360	1960
#2 Ocean Blvd / Terminal Island Fwy (S)													
Base	0	5	5	305	0	0	500	360	0	0	0	0	1175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	305	0	0	500	360	0	0	0	0	1175
#3 Seaside Ave / Navy Way													
Base	610	0	1115	0	0	0	0	2600	885	0	2465	0	7675
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	610	0	1115	0	0	0	0	2600	885	0	2465	0	7675
#4 Ferry St / SR 47 Ramps													
Base	0	655	475	5	440	0	0	0	0	455	0	5	2035
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	655	475	5	440	0	0	0	0	455	0	5	2035
#5 Anaheim St / Henry Ford Ave													
Base	320	275	230	315	285	80	95	1270	215	95	1490	230	4900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	320	275	230	315	285	80	95	1270	215	95	1490	230	4900
#6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy													
Base	10	305	35	110	330	50	70	0	10	90	0	430	1440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	305	35	110	330	50	70	0	10	90	0	430	1440
#7 Alameda Street / Henry Ford Avenue													
Base	0	605	20	10	195	0	210	0	25	20	5	35	1125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	605	20	10	195	0	210	0	25	20	5	35	1125
#8 PCH/Alameda Ramp (O St)													
Base	0	0	0	155	0	235	245	1475	0	0	1275	200	3585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	155	0	235	245	1475	0	0	1275	200	3585
#9 Alameda St / PCH Ramp (O St)													
Base	0	1115	390	0	985	0	0	0	0	230	0	220	2940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1115	390	0	985	0	0	0	0	230	0	220	2940
#10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)													
Base	5	40	20	190	20	135	220	990	0	5	750	380	2755
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	40	20	190	20	135	220	990	0	5	750	380	2755

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)													
Base	0	1290	110	235	625	0	0	0	0	75	0	565	2900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1290	110	235	625	0	0	0	0	75	0	565	2900
#12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]													
Base	0	0	0	0	0	0	0	1205	0	0	1135	0	2340
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1205	0	0	1135	0	2340
#13 TI Fwy (SR-103) / Sepulveda Blvd													
Base	465	5	375	10	0	10	0	1200	265	185	765	0	3280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	465	5	375	10	0	10	0	1200	265	185	765	0	3280
#14 Ferry St / Terminal Way													
Base	55	190	0	0	195	700	940	0	225	0	0	0	2305
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	190	0	0	195	700	940	0	225	0	0	0	2305
#15 Navy Way / Reeves Ave													
Base	18	1105	0	16	444	425	545	0	5	0	2	75	2635
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	1105	0	16	444	425	545	0	5	0	2	75	2635
#16 Anaheim St / Alameda St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 Pacific Coast Hwy / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 Pacific Coast Hwy / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 Pacific Coast Hwy / Site Entrance													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 Pico Ave / Pier B St / 9th St / I-710 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#23 Anaheim St / Farragut Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#31 ICTF Driveway # 1 / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#32 Middle Road / Sepulveda Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#37 Figueroa St / C-St / I-110 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#53 Pacific Ave / Front St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#108 Front St / Knoll Drive													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#110 John S. Gibson / Channel Street													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#200 I-110 North of PCH													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#227 Alameda Street / 223rd Ramps (on Alameda)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#228 Alameda Street / 223rd Ramps (on 223rd)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#229 223rd Stret at I-405 Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#234 Alameda Street - ICTF In-Gate													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#892 Pier S Ave / Ocean Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#895 Anaheim St / Harbor Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#896 Anaheim St / Santa Fe Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#897 Anaheim St / E I St-W 9th St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#899 Harry Bridges Blvd / Broad Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#913 Harry Bridges Blvd / Wilmington Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#914 Harry Bridges Blvd / Figueroa St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#931 Harbor Blvd / SR-47 WB On-Ramp													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#932 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#934 John S. Gibson / I-110 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2000													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#2400 Alameda Street / Henry Ford Avenue													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8910 Harry Bridges Blvd / Avalon Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8911 Harry Bridges Blvd / Fries Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#8912 Harry Bridges Blvd / Neptune Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000
# 2 Ocean Blvd / Terminal Island F	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000
# 4 Ferry St / SR 47 Ramps	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000
# 5 Anaheim St / Henry Ford Ave	E	xxxxx	0.972	E	xxxxx	0.972	+ 0.000
# 6 SR 47 Ramps / Henry Ford Ave /	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000
# 7 Alameda Street / Henry Ford Av	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000
# 8 PCH/Alameda Ramp (O St)	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000
# 9 Alameda St / PCH Ramp (O St)	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000
# 10 Alameda St / Sepulveda Blvd Ra	D	xxxxx	0.872	D	xxxxx	0.872	+ 0.000
# 11 Alameda St / Sepulveda Blvd Ra	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000
# 12 Sepulveda Blvd / Intermodal Wa	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000
# 13 TI Fwy (SR-103) / Sepulveda Bl	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000
# 14 Ferry St / Terminal Way	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000
# 15 Navy Way / Reeves Ave	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Terminal Island Fwy (N)									Ocean Blvd								
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				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	0 0	0	0	2	0 2	0	0	0	0 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	10	495	0		0	165	635		0	0	0		15	280	360			
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:	10	495	0		0	165	635		0	0	0		15	280	360			
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:	10	495	0		0	165	635		0	0	0		15	280	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	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
PHF Volume:	10	495	0		0	165	635		0	0	0		15	280	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	10	495	0		0	165	635		0	0	0		15	280	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	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	10	495	0		0	165	635		0	0	0		15	280	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	2.00	1.00			
Final Sat.:	1600	3200	0		0	3200	2880		0	0	0		1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.15	0.00		0.00	0.05	0.22		0.00	0.00	0.00		0.01	0.09	0.00			
Crit Moves:	****						****								****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Terminal Island Fwy (S)						Ocean Blvd					
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	5	5	305	0	0	500	360	0	0	0	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:	0	5	5	305	0	0	500	360	0	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:	0	5	5	305	0	0	500	360	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:	0	5	5	305	0	0	500	360	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	305	0	0	500	360	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	
FinalVolume:	0	5	5	305	0	0	500	360	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 2.00	1.00		2.00 0.00	0.00		2.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0 3200	1600		3200	0	0	2880 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.10 0.00	0.00		0.17 0.11	0.00		0.00 0.00	0.00	
Crit Moves:		****		****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Ferry St / SR 47 Ramps

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:	Ferry St						Vincent Thomas Bridge EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			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	655	475	5	440	0	0	0	0	455	0	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:	0	655	475	5	440	0	0	0	0	455	0	5
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	655	475	5	440	0	0	0	0	455	0	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:	0	655	475	5	440	0	0	0	0	455	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	655	475	5	440	0	0	0	0	455	0	5
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	
FinalVolume:	0	655	475	5	440	0	0	0	0	455	0	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:	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	2819	0	31
Capacity Analysis Module:												
Vol/Sat:	0.00 0.46	0.33		0.00 0.15	0.00		0.00 0.00	0.00		0.16 0.00	0.16	
Crit Volume:	655			5					0	230		
Crit Moves:	****			****						****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Henry Ford Ave						Anaheim St					
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	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	320	275	230	315	285	80	95	1270	215	95	1490	230
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:	320	275	230	315	285	80	95	1270	215	95	1490	230
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:	320	275	230	315	285	80	95	1270	215	95	1490	230
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:	320	275	230	315	285	80	95	1270	0	95	1490	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	275	230	315	285	80	95	1270	0	95	1490	230
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	320	275	230	315	285	80	95	1270	0	95	1490	230
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:	1.61	1.39	1.00	1.00	2.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2299	1976	1425	1425	3338	937	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.16	0.22	0.09	0.09	0.07	0.45	0.00	0.07	0.52	0.16
Crit Volume:			230	315			95				745	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 SR 47 Ramps / Henry Ford Ave / SR 103 Ramp / Pier A Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SR 47 Ramps						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	2	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	305	35	110	330	50	70	0	10	90	0	430
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:	10	305	35	110	330	50	70	0	10	90	0	430
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:	10	305	35	110	330	50	70	0	10	90	0	430
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:	10	305	0	110	330	50	70	0	10	90	0	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	305	0	110	330	50	70	0	10	90	0	430
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
FinalVolume:	10	305	0	110	330	50	70	0	10	90	0	430
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	2.00	1.00	2.00	1.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2388	362	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.07	0.00	0.31
Crit Volume:	10				190		70					430
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Alameda Street / Henry Ford Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Alameda Street						Henry Ford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	605	20	10	195	0	210	0	25	20	5	35
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	605	20	10	195	0	210	0	25	20	5	35
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	605	20	10	195	0	210	0	25	20	5	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	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	605	20	10	195	0	210	0	25	20	5	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	605	20	10	195	0	210	0	25	20	5	35
PCE Adj:	1.00	1.00	1.00	4.00	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
FinalVolume:	0	605	20	40	195	0	210	0	25	20	5	35
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	1.00	0.46	1.54	0.00	1.00	0.00	1.00	0.33	0.08	0.59
Final Sat.:	0	3000	1500	686	2314	0	1500	0	1500	500	125	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.01	0.01	0.08	0.00	0.14	0.00	0.02	0.04	0.04	0.04
Crit Volume:		303		10			210				60	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 PCH/Alameda Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name:	Alameda St									PCH (PCH Ramp)					
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			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	2	1	0
Volume Module:															
Base Vol:	0	0	0	155	0	235	245	1475	0	0	1275	200			
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	0	0	155	0	235	245	1475	0	0	1275	200			
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	0	0	155	0	235	245	1475	0	0	1275	200			
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	155	0	235	245	1475	0	0	1275	200			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	155	0	235	245	1475	0	0	1275	200			
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			
FinalVolume:	0	0	0	155	0	235	245	1475	0	0	1275	200			
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.59	0.41			
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3695	580			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.16	0.17	0.52	0.00	0.00	0.35	0.35			
Crit Volume:		0		155			245					492			
Crit Moves:				****			****					****			

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St / PCH Ramp (O St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St						PCH (Alameda Ramp)					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1115	390	0	985	0	0	0	0	230	0	220
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	1115	390	0	985	0	0	0	0	230	0	220
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	1115	390	0	985	0	0	0	0	230	0	220
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	1115	390	0	985	0	0	0	0	230	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1115	390	0	985	0	0	0	0	230	0	220
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
FinalVolume:	0	1115	390	0	985	0	0	0	0	230	0	220
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	2.22	0.78	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3167	1108	1425	4275	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.00	0.23	0.00	0.00	0.00	0.00	0.16	0.00	0.15
Crit Volume:		502			0			0		230		
Crit Moves:		****			****					****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alameda St / Sepulveda Blvd Ramp (Sepulveda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: D

Street Name:	Alameda St						Sepulveda Blvd Ramp (Sepulveda Ra					
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			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	1 0	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	40	20	190	20	135	220	990	0	5	750	380
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:	5	40	20	190	20	135	220	990	0	5	750	380
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:	5	40	20	190	20	135	220	990	0	5	750	380
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:	5	40	20	190	20	135	220	990	0	5	750	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	190	20	135	220	990	0	5	750	380
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
FinalVolume:	5	40	20	190	20	135	220	990	0	5	750	380
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.15	1.23	0.62	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	246	1969	985	2895	305	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.14	0.31	0.00	0.00	0.47	0.24
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Alameda St / Sepulveda Blvd Ramp (Alameda Ramp)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Alameda St						Sepulveda Blvd Ramp (Alameda Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0	3 0 0	0 0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	1290	110	235	625	0	0	0	0	75	0	565
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	1290	110	235	625	0	0	0	0	75	0	565
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	1290	110	235	625	0	0	0	0	75	0	565
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:	0	1290	110	235	625	0	0	0	0	75	0	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1290	110	235	625	0	0	0	0	75	0	565
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1290	110	235	625	0	0	0	0	75	0	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.76	0.24	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4423	377	1600	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.15	0.13	0.00	0.00	0.00	0.00	0.05	0.00	0.18
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Sepulveda Blvd / Intermodal Way [Unsig Run as 2-Phase Sig]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Intermodal Way								Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Permitted			Prot+Permit			Prot+Permit				
Rights:	Include			Ovl			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0 0	0	0 0	0	0	1! 0 0	1	0	2 0 0	0	0	2 0 1		
Volume Module:														
Base Vol:	0	0	0	0	0	0	0	1205	0	0	1135	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:	0	0	0	0	0	0	0	1205	0	0	1135	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:	0	0	0	0	0	0	0	1205	0	0	1135	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:	0	0	0	0	0	0	0	1205	0	0	1135	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	0	0	0	0	1205	0	0	1135	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		
FinalVolume:	0	0	0	0	0	0	0	1205	0	0	1135	0		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80		
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00		
Final Sat.:	0	0	0	0	1280	0	1280	2560	0	0	2560	1280		
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.44	0.00		
Crit Moves:								****		****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 TI Fwy (SR-103) / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	TI Fwy (SR-103)						Sepulveda Blvd					
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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 2	0	0 1!	0 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	465	5	375	10	0	10	0	1200	265	185	765	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	1.00	1.00
Initial Bse:	465	5	375	10	0	10	0	1200	265	185	765	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:	465	5	375	10	0	10	0	1200	265	185	765	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
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:	465	5	375	10	0	10	0	1200	265	185	765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	5	375	10	0	10	0	1200	265	185	765	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
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
FinalVolume:	465	5	375	10	0	10	0	1200	265	185	765	0
OvlAdjVol:			190						30			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	0.90		1.00 1.00	1.00		1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.98 0.02	2.00		0.50 0.00	0.50		1.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3166	34	2880	800	0	800	1600	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15 0.15	0.13		0.01 0.00	0.01		0.00	0.38	0.17	0.06	0.24	0.00
OvlAdjV/S:		0.07							0.02			
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Ferry St								Terminal Way			
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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	55	190	0	0	195	700	940	0	225	0	0	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:	55	190	0	0	195	700	940	0	225	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:	55	190	0	0	195	700	940	0	225	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	55	190	0	0	195	700	940	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	190	0	0	195	700	940	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	55	190	0	0	195	700	940	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	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	1425	1425	1425	1425	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.14	0.49	0.33	0.00	0.00	0.00	0.00	0.00
Crit Volume:	55					700	0				0	
Crit Moves:	****					****	****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Navy Way / Reeves Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Navy Way								Reeves Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	1	1 0	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	18	1105	0		16	444	425		545	0	5		0	2	75	
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:	18	1105	0		16	444	425		545	0	5		0	2	75	
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:	18	1105	0		16	444	425		545	0	5		0	2	75	
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:	18	1105	0		16	444	425		545	0	5		0	2	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	1105	0		16	444	425		545	0	5		0	2	75	
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	
FinalVolume:	18	1105	0		16	444	425		545	0	5		0	2	75	
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	3.00	0.00		1.00	1.02	0.98		2.00	0.00	1.00		0.00	1.00	1.00	
Final Sat.:	1375	4125	0		1375	1405	1345		2750	0	1375		0	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.27	0.00		0.01	0.32	0.32		0.20	0.00	0.00		0.00	0.00	0.05	
Crit Volume:	18				435				273						75	
Crit Moves:	****				****				****						****	